

YOUR BAD PL Y
Is more often than not
due to faulty eyesight.
If you have the least
suspicion that your eyes
are weak or failing
go to
LAZARUS
12 QUEEN'S ROAD CENTRAL.
The only European Optician in the Colony.

The Hongkong Telegraph.

FOUNDED 1861 六拜禮 號五廿月八 1923. SATURDAY, AUGUST 25 1923. 十四十

"RECONDITIONED CARS"

Now and then we sacrifice a new car sale, because we will not pay an excessive price for a Used Car. If we paid Smith too much we would have to get it back from Jones. That would be unfair—and we believe in fairness, even if it hurts.

THE DRAGON MOTOR CAR CO., LTD.

Telephone—Central 3950.

GERMAN VIEW OF REPARATIONS.

Criticism of the French Note

(Relative Service.)

Berlin, August 24.

Herr Stresemann in a speech declared that the Government stood by its predecessors in the reparations offer.

The speech was in the nature of a reply to the French Note. Herr Stresemann declared that for the liberation of German soil, the maintenance of sovereignty and consolidation of their position, it was not too great a sacrifice to offer part of the German economic system as a productive pledge.

He dwelt on the necessity for normal conditions in international commerce, and said such a possibility had been opened in the last British publication. M. Poincaré had also indicated a practical solution by claiming positive pledges in the form of the German railways, customs and control of the German economic system, but Germany refused to accept even the temporary pledging of the Ruhr or transfer of her railways and collieries, as France suggested. Herr Stresemann accepted with satisfaction M. Poincaré's declaration that he was not pursuing political aims nor ideas of annexation, but this declaration was incompatible with his proposed solution, because these would actually mean special treatment, economically and politically, for the Rhine and the Ruhr. He concluded: "It would be a political dilatorism if Germany based her policy on the division of the Allies. On the contrary, she hoped a way would be found to satisfy the just claims of the Allies, simultaneously assuring Germany the possibility of future development."

American Opinion.

New York, August 24.

Commenting on the French Note, the majority of the morning papers consider the door is still open for further conferences between M. Poincaré and Mr. Baldwin.

HOME CRICKET RESULTS.

Good Fight by Surrey.

London, August 24.

At Birmingham, Middlesex defeated Warwickshire by an innings and two runs. Middlesex compiled 353, Hendren contributing 90 and Allen 70.

Derbyshire beat Leicestershire at Derby on the first innings. Leicestershire in their first knock scored 139, Horsley taking 6 for 49.

Somerset beat Essex at Taunton on the first innings. Essex in their first knock compiled 153, Bridges taking 6 for 50.

Somerset scored 189 in their first innings, McBryan contributing 101, Hipkin taking 5 for 57.

The match at the Oval between Surrey and Yorkshire was drawn. Surrey in their first innings scored 360, the highest total of any county against Yorkshire this season.

At Hastings, Sussex beat Lancashire on the first innings. Sussex in their first knock scored 129, Parkin taking 5 for 42 and it Tyldesley 5 for 61.

Gloucester at Southampton beat Hampshire on the first innings. Hants in their first knock compiled 147, Hammond taking 6 for 59.

MR. LLOYD GEORGE'S VISIT TO AMERICA

Wants to be Shown How.

New York, August 24.

Sir Alfred Cope has arrived to make arrangements for Mr. Lloyd George's visit. He denied that the visit was connected with politics and said the ex-Premier would probably deliver only one or two speeches, none of which would be for money. He declared that Mr. Lloyd George wishes to go to America because the Americans are teaching the world how to do things. The ex-Premier will also visit Canada.

IRISH REPUBLICAN PROGRAMME.

London, August 24.

The Republican programme, issued on the eve of the election in Ireland, is a catalogue of fair promises, *inter alia*, of justice, brotherhood, abolition of murder gangs, safeguarding of life, liberty and property, religious and political toleration, wiping out of all internal dissension and bitterness, ending of unemployment by remunerative works and development of industries, provision of workers' houses, restoration of the Irish language to its rightful place, and finally an offer to England of peace, based on the sovereignty and integrity of the Irish Nation. There is also an offer to north east Ulster of peace based on such a measure of local autonomy as is consistent with the unity of Ireland.

THE UNITED STATES AND EUROPE.

Memphis, August 24.

Mr. Underwood, the probable Democratic candidate for the presidency, in a speech urged America to take a hand to bring order out of the European chaos. He expressed the opinion that the present tariffs were obstructing the flow of European trade to America, and declared that protection was no longer necessary for the development of American industry.

THE WRANGLER ISLAND DISPUTE.

Moscow, August 24.

The Russian Foreign Office has handed Mr. Peters, the acting head of the British Trade Delegation, a third Note, as the notes of May 24 and 28 have not been answered, protesting against the violation of Russian territory by the explorer, Stefansson, at Wrangler Island, where he has raised the British flag on behalf of Canada.

"LAURENTIC" SALVAGE ALMOST COMPLETE.

London, August 24.

Salvage operations have been practically completed on the Laurentic, sunk off Lough Swilly in 1917. Seven million sterling's worth of bullion have been recovered and only a few bars of gold remain.

BRITISH FORCES LEAVING NEAR EAST.

London, August 24.

Steps are being taken immediately to evacuate the British forces in Constantinople. Simultaneously the Atlantic Fleet warships at present in the Mediterranean will be returning to England.

ARMS OFFENCES

Provisions of New Bill.

POWER TO SEARCH PEDESTRIANS.

The *Gazette* contains the draft of an Ordinance to amend further the Arms and Ammunition Ordinance, 1900, and the Flogging Ordinance, 1903, and to amend the Arms and Ammunition Amendment Ordinance, 1923, which is shortly to be introduced in the Legislative Council.

The Objects and Reasons are:—The object of this Bill is to increase the penalties for carrying and possessing arms or ammunition without a licence. The prevalence and seriousness of these crimes seem to afford ample justification for the increased penalties proposed. The proposals of the Bill are to make the maximum term of imprisonment ten years, to give power to impose flogging with the cat or birch, and to provide that all cases of these two offences shall be committed for trial at the Sessions unless the Police request the magistrate to deal with the case summarily.

The opportunity is taken to declare cartridge clips to be ammunition for the purposes of the Arms Ordinances. This is done by clause 2.

The words at the end of section 15 (2) of Ordinance No. 2 of 1900 which will be repealed, by clause 3 of the Bill provide for an additional fine of \$10 in respect of every arm which is in excess of or below the quantity specified in the returns made to the Captain Superintendent of Police by any importer or dealer in arms. This is a very rare offence, and it seems unnecessary to provide this special penalty. The Ordinance is made simpler by omitting this provision.

Clause 4 repeals section 28 of Ordinance No. 2 of 1900, as amended by the Ordinances of 1914 and 1919, and substitutes a new section. This section makes the maximum for all offences under the Ordinance tried on indictment ten years. It provides that no charge under section 4 shall be tried summarily except at the request of the Police. It omits the provision for a court of two magistrates introduced by the 1919 Ordinance. That provision is not used in practice and it will not be required in future as all serious cases of carrying and possessing arms without a licence will be tried on indictment.

Clause 5 and 7 amend the Flogging Ordinance, 1903, so as to give power to impose flogging with the cat or birch, for offences under section 1 of Ordinance No. 2 of 1900.

Clause 11 adds two new sections to Ordinance No. 2 of 1900. The proposed new section 31 gives the police power to stop people in the street and to search them for arms. The power of search between the hours of 9 p.m. and 6 a.m. is somewhat wider than that given in the day time. The proposed new section 32, which is based on section 7 of Ordinance No. 13 of 1918, applies to arms a presumption which already exists in the case of opium.

LOCAL BUILDING.

A New Departure.

Something new in building construction can be seen in Hongkong nowadays, which is a big improvement on the old style. We refer to steel windows. In the old days, wooden windows could be made from good grade material, which had had time to be properly seasoned. The workmanship then was good also, so that with these two important factors bearing, sound teak windows are still to be found in various parts of the Colony after many years' service.

To-day, however, the timber available for making windows is vastly inferior in quality to that formerly employed. Owing to the building boom experienced in Hongkong, some contractors have been using unseasoned wood and of a poorer quality for the reason that the better grade of teak are not in such plentiful supply, while the standard of joinery now in vogue is low. The resulting window is a very poor article and no sooner does a new building experience the local alternate damp and hot climatic conditions than the windows require repairing and eventually renewing at regular intervals, thus causing increased and, what is now, unnecessary expenditure.

With steel windows these unsatisfactory conditions are eliminated. All they need is regular painting to prevent corrosion, because they will not warp by reason of the action of the atmosphere, and they cannot be affected by white ants.

These steel windows are already being installed in several instances in Hongkong, the most important examples being the A.P. Company's new building and the Bank of Canton. They will also be installed in the new P. & O. Office, besides many other premises, both big and small, and both office or factory type and private dwelling houses. Steel windows are made to suit any type of building, as already indicated.

An exceptionally cheap and attractive form of window is the small casement made to standard size, of which nearly 4,000 are being supplied by Messrs. Henry Hope and Sons, Ltd., to the Kowloon Tong Scheme.

We are informed that prices naturally vary, but certain types are quite competitive with teak wood windows; some, the standard casements, are even cheaper.

Even should the initial cost for steel be in excess of that for timber, it would be a sound investment to use steel. The result is strength, greater area of lighting because the combined widths of steel across a window is obviously less than in wood, no repairs and no renewals.

Steel windows are a decided improvement on wood, and we have little doubt that when their advantages are better appreciated, they will become as largely used as in other places, both at home and abroad.

AMERICAN MINERS' FORETHOUGHT.

Atlantic City, August 24.

The miners' union in the anthracite district of Pennsylvania has authorized four thousand union members to remain at work to operate the pumps and prevent flooding when the strike becomes effective on September 1st.

SPANISH TROOP MOVEMENTS.

Madrid, August 24.

An official statement declares that three hundred troops who are remaining at Malaga are now embarking. The majority have voluntarily reported at headquarters.

FINN ATHLETE BREAKS TWO RECORDS.

Stockholm, August 24.

The Finnish athlete Nurmi has established two running records, covering a mile in four minutes ten and two fifths seconds, and three miles in fourteen minutes eleven and one fifth seconds.

(Other Telegrams on Page 2.)

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

Chits.

Sir,—Reference your leader in yesterday's *Hongkong Telegraph*, on the subject of "chits," the Government's action will have the effect of making the usual patrons of the Hotels carry far more money about with them than they would do, under normal circumstances.

This is not only very inconvenient, especially during the hot weather, but also offers a direct inducement to the large criminal element in the colony. Surely it is paradoxical that an ordinance of the Colony of Hongkong should act as a direct encouragement to theft, and perhaps to criminal assault as well.

On this ground alone, a very strong case can be made out for repeal of the clauses of the ordinance under which this restriction of credit is enforced.

Enclosing my card.

Yours etc.
QUERY.

Shameer, Aug. 24th, 1923.

Typhoon Suggestions.

Sir,—Several letters have recently appeared in the Press with reference to suitable measures to be taken to safeguard life and property during typhoons, but very few practical suggestions have so far been forthcoming.

May I therefore take this opportunity of offering a few suggestions, which perhaps might prove of some use?

1. All harbour moorings should be strengthened. It would appear that the naval buoys are considerably stronger than the ordinary shipping buoys, as the naval buoys apparently remain firm, whereas the others dragged.

2. The Harbour Master's Department should be authorised to take steps to ensure that, as soon as the warning signal is hoisted, all ships in harbour raise steam and remain under steam until danger is passed.

3. The same authority also be empowered to see that ships under repair or otherwise incapable of raising steam are placed in as secure a position as possible, and additional precautions taken, e.g. extra cables, etc. Disregard of the authorities' orders should be made a punishable offence.

4. Junk, sampans, lighters and all small craft should be rounded up by the Water Police and ordered to go to shelter immediately—and stay there.

5. Typhoon signals might with great advantage be hoisted at the following points:—

- (a) West Point.
- (b) Shaikwan.
- (c) Peak.
- (d) Aberdeen.
- (e) Repulse Bay or Stanley.

6. I would further suggest that the Telephone Company consider the possibility of arranging a system whereby when No. 9 signal is hoisted (indicating that the gale is expected to increase) the various exchanges might give a general warning to all subscribers so that residents, being warned, could make sure that their windows, fastenings were secure, verandahs cleared, etc.

7. The firing of three guns by the "Tamar" to indicate that a typhoon is expected at any moment is practically useless, as during the last blow they were heard by only a few people. I suggest that sirens be installed at suitable positions and the near approach of typhoons heralded by a succession of short blasts.

8. The Town Police might be instructed to help clear the streets and warn Chinese pedestrians to take cover. The neglect of this obvious precaution was responsible for the deaths of several people through falling masonry, etc.

9. Instead of rocket apparatus being installed along the Praya, with the difficulties consequent on the mobilization of crews, I would venture to suggest that several of these outfits be procured and mounted on motor trucks to be kept in readiness at the various fire stations. They could be called out at the shortest

ARMED ROBBERIES.

Three More Reports.

Three armed robbers secured entry into No. 27 Argyle Street last night on the pretext that they were police officers engaged on a search for lottery tickets. They bound and gagged the solitary inmate of the premises and escaped with property and money of the total value of \$170.

Three men have been arrested on a charge of armed robbery and attempted murder of a man living at No. 18 Austin Road. Chopper wounds were inflicted on the man, who told the police in hospital that the attack occurred at 8 o'clock last night at the back of No. 170 Woosung Street. He was robbed of a sum of \$200.

About midnight, five men entered a small shop at Tainan Street, and, producing revolvers, they intimidated the shopkeeper and eventually escaped with \$450 worth of property and jewellery.

TRouble AT CHIN-SHAN.

Yunnanese Forces Compelled to Flee.

Trouble is reported from Chin Shan, a town situated about three miles from Mong Hoi. We learn that Chan Wing-shan, the popular magistrate of the Hing-shan district during Chan King-ming's regime, with a force of about three hundred men, proceeded on the 21st to attack the town both from land and water. The town was garrisoned by Yunnanese, and after a few hours' fighting these troops fled in all directions. The guards on Lappa Island also fled and this place was taken by Chan's force on the following day. It is stated that Chan will proceed to attack Shaki in a few days.

It is interesting to note that Chu Cheuk-man and Chou Ching-shan, the magistrates of Heung-shan and Shuntak districts respectively, who, although being Dr. Sun's nominees, have recently been displaced by the Yunnanese, are also preparing to recapture the two districts in co-operation with Chan's gunboat fleet. There is much speculation as to what will happen when the three antagonists meet.

possible notice and manned by firemen (not considered necessary to be retained in case of a fire call) supplemented by volunteers of which in emergencies there is invariably no lack.

10. That the Government be asked to supply several powerful seagoing tugs, which at the first approach of danger should be stationed at various points of the harbour in order to render assistance. This is at present done by the Naval Authorities, who, in my opinion, have quite enough to do in looking after their own vessels.

Yours etc.,

T. A. BARRY.
Hongkong, Aug. 25th, 1923

Kowloon Motor Buses.

Sir,—“Orientals” alleged complaint having appeared in your valuable columns yesterday, an acknowledgment through the same medium will greatly oblige the Kowloon Motor Bus Company, if you will kindly do us the honour.

We are of the opinion that if “Oriental” is sincere in his desire to have a misbehaviour on the part of our executives or employees corrected, the proper thing to do would be to lodge a complaint with us.

The lady in question has lodged no complaint and under the circumstances we view “Oriental's” letter as a mild attack of propaganda in favour of a competing company.

We shall be glad if “Oriental” will call upon us and either admit or repudiate this impression.

Yours etc.,

KOWLOON MOTOR BUS CO. LTD.
Kowloon, August 25th, 1923.

SUN'S MOVEMENTS.

Rumoured Flight Denied.

Canton newspapers deny the rumour that Dr. Sun Yat-sen is preparing to flee from that city. They state that the reports are due to the fact that Dr. Sun has left for Shaking aboard a motor boat.

It is explained that Dr. Sun has merely gone on one of his customary visits to the East River district, and that he has no intention whatever of fleeing. There is, however, still some speculation in certain quarters as to why he left by water instead of, as usual, by the railway.

The Canton papers add that Dr. Sun left for the East River on the 23rd instant, escorted by a number of gunboats and accompanied by many of his staff. At present the cruiser Wing Fung is anchored off the headquarters at the Cement works.

NEW COMPANY.

To Operate Tugs and Lighters.

The prospectus is shortly to be issued of a new concern to be known as the Hongkong Tug and Lighter Co., Ltd., of which Messrs. Shewan, Tomes and Co. are to be the General Managers. The Company will have a capital of two million dollars, divided into \$10 shares. At first, only 100,000 shares will be issued, of which \$1.5 per share will be paid on application, and the remainder later. The General Managers, members of the Consulting Committee and friends have already subscribed in cash for 80,000 shares of the first issue. The Company intends to operate a fleet of tugs and lighters, and its Consulting Committee will comprise Messrs. W. Adamson (Chairman), W. J. Carroll, H. M. H. Nemazez, C. B. Brook and Ip Teze-pong.

RUBBER DIVIDENDS.

Messrs. Carroll Bros have received a telegram from Singapore advising them of the following dividends:—

- Luna Rubber Co. Ltd. 5 per cent. Interim.
- Nyalas Rubber Estates 5 per cent. Final.
- Parit Perak Rubber Co. 5 per cent. Interim.

TO-DAY.

Closing Exchange 2s. 2. 15/16d.
High Tide 9.59 p.m. Low Water 3.17 p.m.
Lighting Up-Time 6.48 p.m.

News in Today's New Advertisements.

Shops and Offices are available in the new building on the Old Post Office site.—Page 4.

A notice from the National Radio Administration, Ltd., of Shanghai, appears on Page 4. Consignees are notified of the arrival of the s.s. “Hawaii Maru”—Page 4.

LISTEN.

Many a trade slump has been remedied by determined and effective advertising.

The famous film “Atlantide” is being screened at the World Theatre to-day.—Pages 4 and 14.

The s.s. “President Jefferson” has also arrived with cargo.—Page 4.

For Sale: One C.O.2. refrigerating plant.—Page 4.

Nanook of the North” is being screened at the Coronet Theatre.—Page 14.

For week-end cinema programmes see pages 4 and 14.

NOTICE

METALS

all kinds, especially to ship-building and engineering work. Complete stock. Best prices. Immediate delivery.

SINGON & CO.,

Established A. D. 1880

MING LUNG ST.

Phone Central 515.

MING YUEN STUDIO.

18, Beaconsfield Road

PICTURES OF THE

TYPHOON.

Call or Phone Central No. 4310

MASSAGE HALL

MRS. S. UZUNOYE.

Expert Masseuse

17, Queen's Road Central,

2nd Floor

Opposite Bombay Bazaar.

MASSAGE HALL

23, WYNDHAM STREET

MRS. H. MORITA.

MR. H. SUGITA.

FOR HAIPHONG AND HOIHOW.

Scale for Haiphong and Hoihow every

alternate Tuesday.

His favourite passenger service

HAI-MUN

Scale for Haiphong and Hoihow

(Capt. Charles B. Page)

Only once, once in 7 days or 10 days

14, WING LO ST.

MRS. SEKA

PHARMACY and FLOOR.

No. 2, Duddell Street, Hongkong

Telephone 4483.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

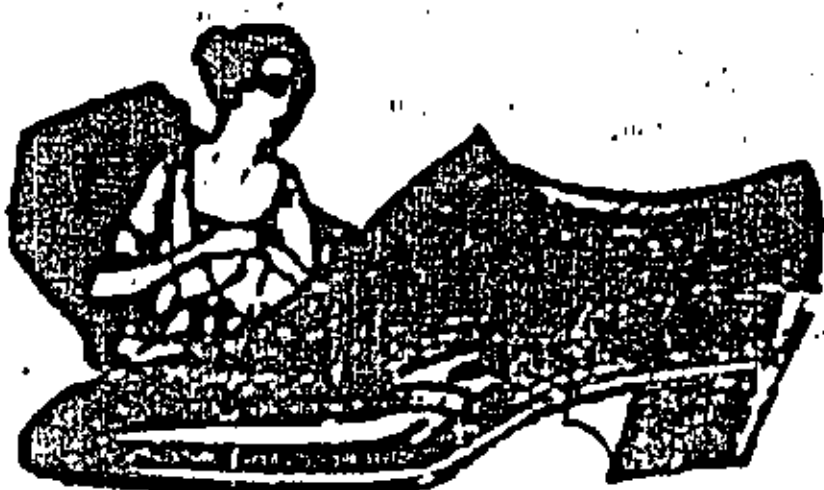
In Casks of 375 lbs. net

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

General Managers.

Hongkong.



T. NAKAO

Japanese Shoe Expert.

TORTOISE SHELL BOXES

AND CASES A SPECIALTY.

Astor House Hotel Building.

Queen's Road Central.

MOUTRIE PIANOS.

Proven best by every test

NOTICE

W. S. BAILEY & CO. LTD.

ENGINEERS & SHIPBUILDERS
KOWLOON.

HARBOUR REPAIRS

Call Flag "L."

Tugs, Barges, Light Draft &
High Speed Vessels & Motor
Craft.

Sole Agents For

"KELVIN MOTORS."

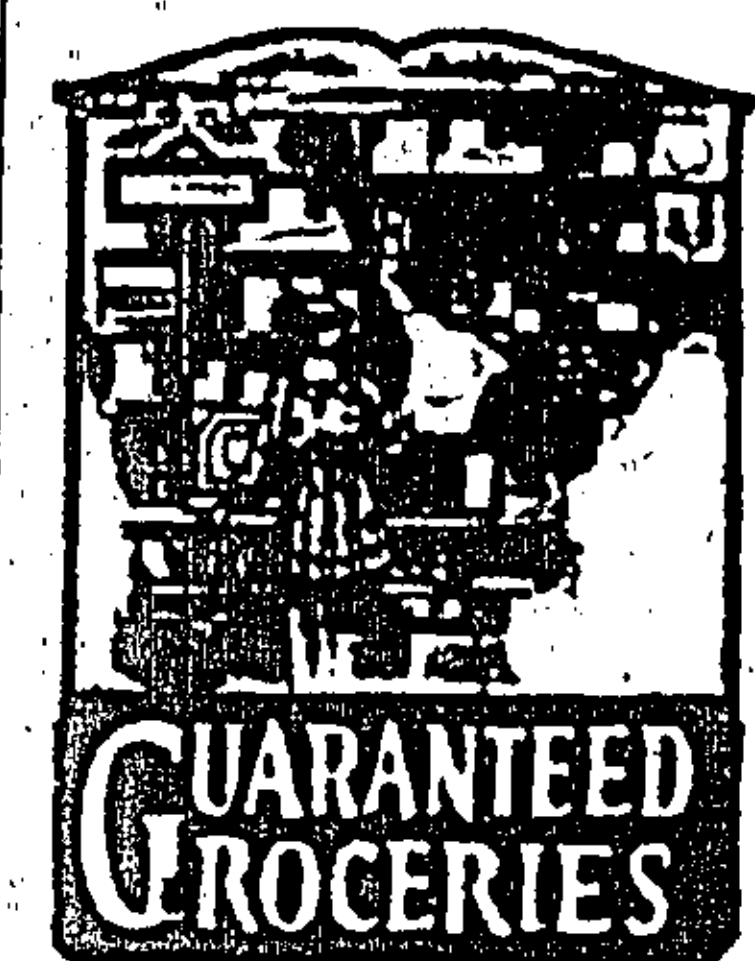
— PHONE —

Works.....Kowloon 21

ManagerKowloon 633

HARBOUR CALL FLAG L

STEAM LAUNCH FOR SALE.



THE BEST BRANDS

OF
WINES & SPIRITS

DELIVERIES ANYWHERE.

UNDER EUROPEAN SUPERVISION

THE

EMPRESS STORE

KOWLOON

EXPERT MASSEUSE

Mrs. J. Crawford,

27, Queen's Road 1st Floor.

THE KIDDIES' STORE

ROMPERS, DRESSES, HATS.

Specially made in latest

styles at moderate prices.

Telephone 1, Victoria Gardens,

Kowloon.

JUST UNPACKED!

English Hall-marked

SPORTING CUPS

Finest selection in

Hongkong.

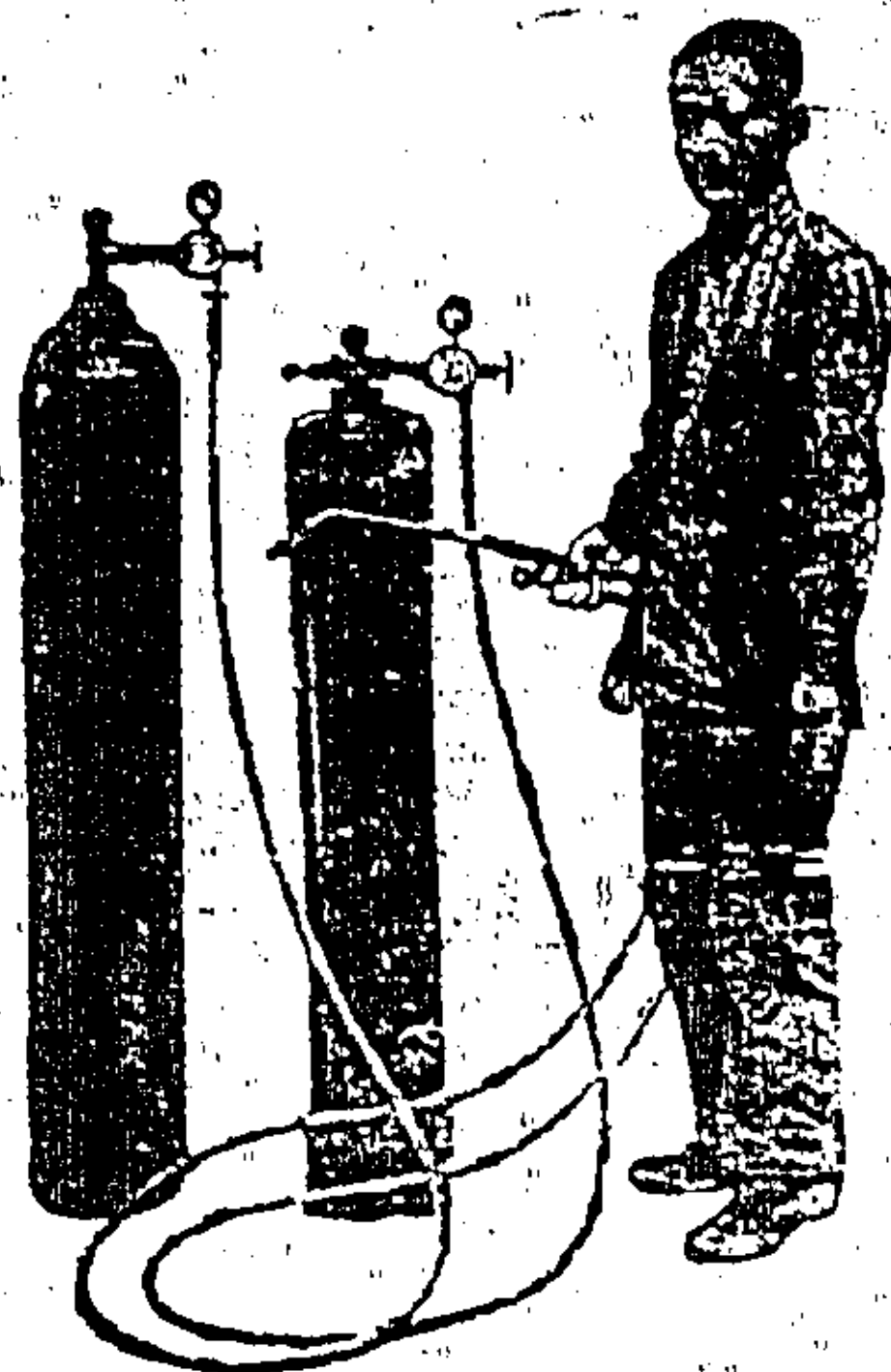
Prices very low.

SHERIFF BROTHERS.

69, Queen's Road, Central.

S. O. A. E. O.

THE FAREAST OXYGEN & ACETYLENE
COMPANY, LIMITED.



DEALERS and MANUFACTURERS of

Oxygen, Acetylene, Carbonic Acid, Am-
moniac, Anhydrous sulphurous gases,
Carbide of Calcium, and all necessary
equipment for low and high pressure
autogenous welding.

Autogenous welding of all metal by Oxygen,
Acetylenic and Electric processes.

Boiler Repairs a speciality.

Apply No. 20, Des Vœux Road, Central.

2nd Floor.

Tel. Central No. 2344.

Prompt refilling at moderate prices of all kinds of Motor Cycle acetylene tank

TYPHOON AT TAI MO
SHAN CAMP.

Terrifying Experience of
36 Campers.

The typhoon of August 13 destroyed
the summer camp at Tai Mo
mountain, the thirty-six campers
having a thrilling experience.

At eight on Saturday
those who crossed the
mess shack found, on the
slope, a heavy gale with wind and
rain, so breakfast was taken to the
shacks where there were children.

The first group driven out were
Mrs. Wannop and Bobby and Miss
Purby, when their south window
was broken through. They went to
the next shack which was intact
and still dry and there had break-
fast in apparent security. Con-
fidence was shaken during break-
fast, however, when the three camp
cooks and two coolies came shiver-
ing up, shouting that the big mess
shack was down. They climbed in
by a window and one had a cut
face dressed, when a crash broke
the comparative peace, and a hole
appeared in the gable end. Dr.
and Mrs. Thompson were attempting
to patch this when the whole shack
rather gently collapsed and the
three women and two children with
Dr. Thompson's help, struggled out
of the debris and made their pain-
ful way to some nearby rocks, crouch-
ing behind these in the furious wind
and rain. Up to this time the
Wannop shack had stood, but as Dr.
Thompson and Miss Purby were
returning from a salvaging expedi-
tion with blankets and mints for
the babies, suddenly it was lifted
by a gust of wind and flew dis-
integrating in mid-air, down upon
them. Miss Purby was buffeted
against a rock but both escaped
worse injury. Shortly after, with
boards provided against the emer-
gency to keep them out of the
streams of water, and blankets to
protect them somewhat, some mea-
sure of safety was achieved. Soon
Mr. and Mrs. Lerrigo joined this
group, their shack having gone down

the hill. This with Dr. Old's
which was still unoccupied, made a
clean sweep of the north slope.

The same fifteen minutes that
swept away the shacks on the north
had also completely demolished
these on the south.

Miss Katherine Banks, Miss
Helen and Vaughn and Miss Craft
were vainly endeavouring to stop
the floods of the water that were
coming through their roof when a
weary voice came through the back
window, "May I come in? Our
shack is gone." Lifting the window
they beheld Miss Sutton almost
exhausted, shivering, hardly able to
speak, and with legs bleeding. She
was hurriedly pulled through the
window only to be pushed through
the door a few minutes later. A
second later Dr. Hollings and Mr.
Foster appeared at the same window
bearing lanterns, kerosene cans and
Mr. Foster's Sunday sermon, rescued
from their own tottering shack.

The next minute Miss Elliott, Miss
MacKay and Miss Griffin were
clamoring for admission, as their
shack had also left the mountain
side. But before any help could be
given a sudden gust of wind tore
open the door and two of the women
jumped out, escaping the shack
which a moment later buried the
other two beneath it. They crawled
out from beneath the debris, and
stayed up to catch their breaths,
only to be hurled over again by a
piece of Mrs. Howe's shack which
had, during this time, been chasing
Dr. Hollings down the hillside.

They then crawled to a near rock
for shelter, where six people sat
as close together as possible, and
wrapped up in the few blankets
they were able to snatch, they
watched their belongings go down
the hill—cots, suitcases, pails, bu-
ckets, chairs, following each other
in quick succession. Up to this
time, they had not heard Miss
Sutton's tale, so sitting behind the
rock, with the stinging rain hitting
them, and water running in streams
underneath them, they listened.

When she and Miss Katherine
Vaughn returned to their shack after
breakfast they found it, leaning
badly, so with the help of Mr. Howe

they began patching up. Miss
Sutton was starting out the door
to the shack below, when suddenly
the shack struck her and sent her
flying in mid-air down the hill
where she landed against a rock
and sustained a badly wrenched
knee. Miss Vaughn and Mr. Howe
were thrown to the floor. His
shoulder bone was broken in the
fall and she was so stunned that
she did not know what happened,
nor does she know how she reached
the rock behind which she was
crouching when her senses returned.

Mr. and Mrs. Spencer with their
six months old baby were in their
sleeping shack. He was bundling
the baby in blankets preparatory to
seeking shelter behind the rocks.
Suddenly he saw his wife fly above
his head and take a swan dive down
the hillside with the shack and its
contents following. He himself
curled around the baby and went
head over heels down the hill as in
a football scrimmage. They re-
covered sufficiently to pull out their
three other children from the ruins
of their mess shack. Susan had a
broken collar bone and badly
bruised face but was plucky to the
end. It was an act of Providence
that none of them were more
seriously injured.

At about two o'clock although
the wind was still raging and the
rain felt like needles in their faces,
it was felt necessary to make the
descent if they were to reach the
village by dark; so the thirty six
of them started off, making the
best time they could. The men
and some of the ladies helped the
children and the injured. The
path was a raging torrent, the
wind was terrific, and the rain cut
like knives into their flesh.
Every few minutes they were
forced to take shelter behind
rocks or crouch close to the ground
to keep from being blown off the
mountain.

After crossing the first three
ridges the wind was calmer and
walking easier. About half way
down the weary party were glad
to meet Mr. Smythe, Mr. May and
Dr. Old who had come to help
(Continued on Page 3.)

LAST 5 DAYS

OF

WHITEAWAY'S SALE

Monday 27th August to Saturday 31st.

Special Bargains

AT

HALF PRICE

ONE THIRD PRICE.

QUARTER PRICE.

DOLLAR BARGAINS

REMNANTS! REMNANTS!

Special, this week will be your last Opportunity
of Replacing your Typhoon Losses at

SALE PRICES

All Regular Stock at Reduced Rates
Till Friday, August 31st.

DO NOT MISS THIS OPPORTUNITY

TERMS CASH. NO ACCOUNTS OPENED.

WHITEAWAY, LAIDLAW & CO. LTD.

HONGKONG.



NEW ENGLISH RECORDS

- | | | |
|--------|-------------------------|----------------------------|
| 7268 | IN THE CHIMNEY CORNER | Clara Butt |
| L 1478 | PINGAL'S OAVE, OVERTURE | Sir H. J. Wood's Orchestra |
| L 1452 | ARABESQUE | Murdch, Piano |
| D 1453 | TUNE FROM COUNTY DERRY | " |
| | MORNING SONG | " |
| | WHETHER I LIVE | Edieell, Tenor |
| L 1479 | LOUISE, SELECTION | Queen's Hall |
| | PARTS 1 and 2 | Orchestra |
| 3287 | PIRATES OF PENZANCE | Grenadier's |
| | PARTS 1 and 2 | Guards' Band |
| 3288 | TARANTELE | Flute & Clarinet |
| | SERENADE | Duet |
| 3279 | WHEN DULL CARE | Coyle, Baritone |
| | MY LOVELY CELIA | " |
| 3280 | THE HAPPY LOVER | " |
| | THE SAILOR'S LIFE | " |

ANDERSON'S

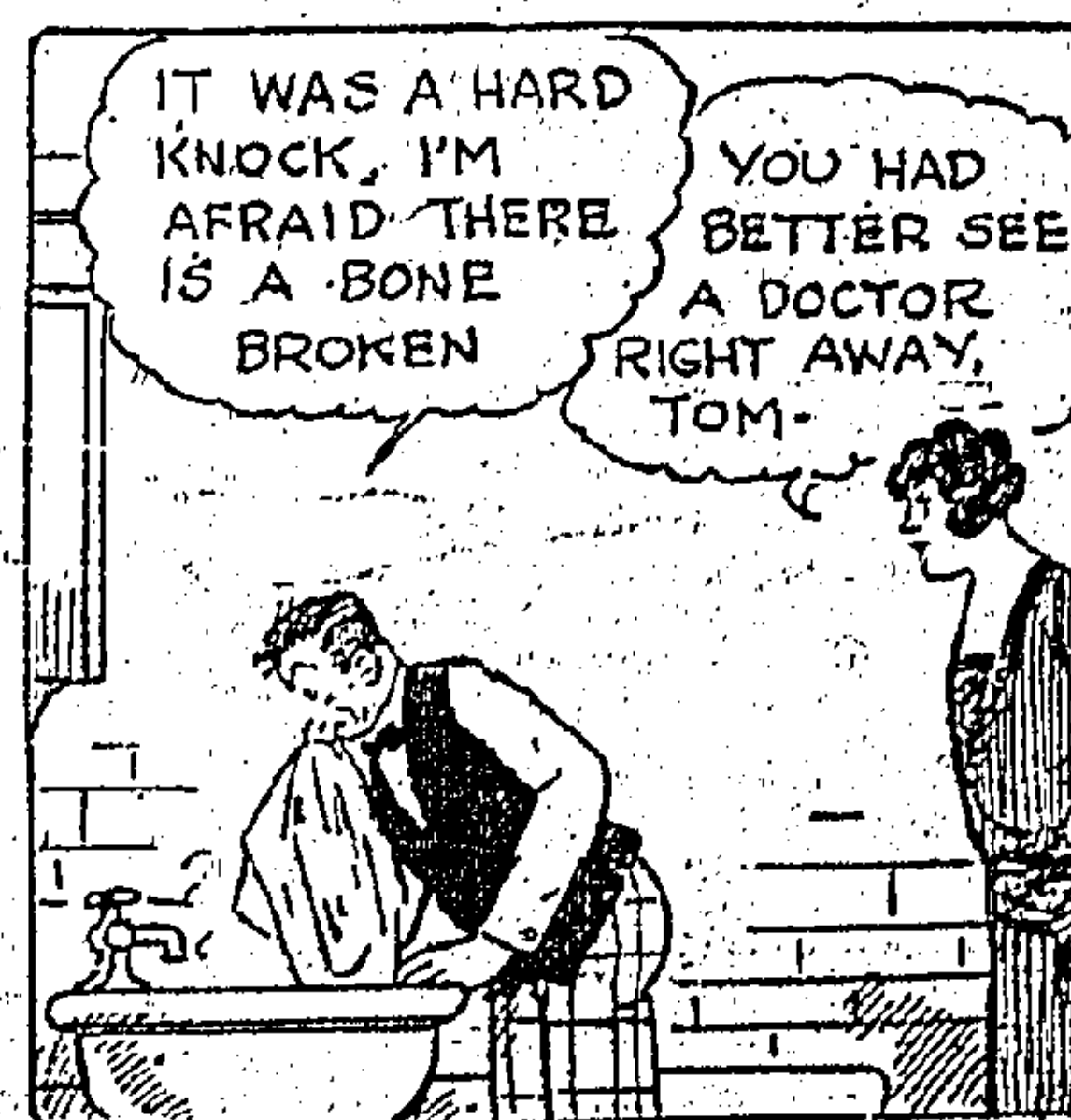
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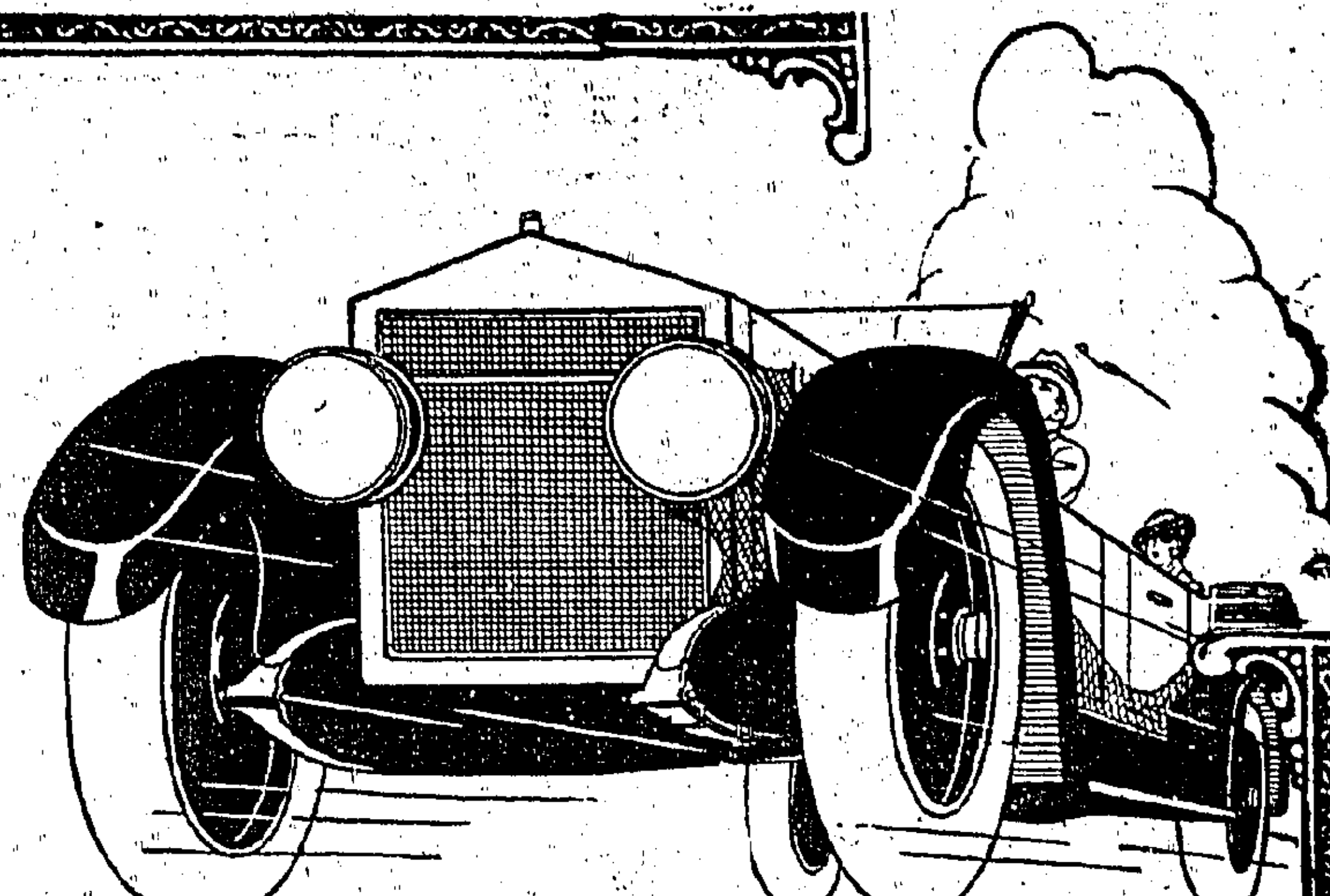
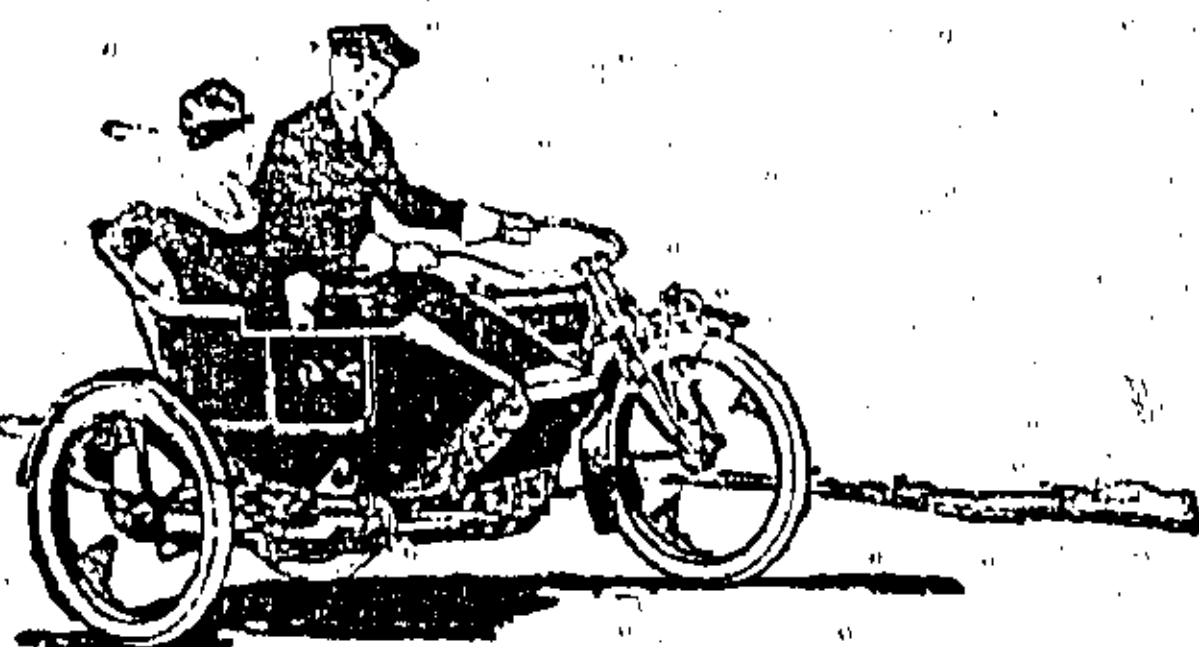
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, August 25th, 1923.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

To-day is the date fixed for the first motor car and cycle trials ever held in Hongkong. The weather during the week has been anything but promising, but as to-day's contests do not require a very big stretch of road, it is hoped that it will be possible to carry out the full programme arranged. The competitions arranged for to-day are Acceleration Test and Hill Climb, for cars, solo cycles and cycle combinations. There has been a splendid entry, and much keenness has been aroused in the competitions. Many types of cars and cycles have entered, and everything has been planned to provide a fine afternoon's sport.

At the moment, it seems unlikely that the Fuel Consumption Test, arranged for Sunday, September 2nd., will be held on that date. The Taipo road has suffered badly in the typhoon, and it will take some considerable time before it is fit for traffic again. However, notifications regarding this Test will appear later in the *Telegraph*.

The attention of motorists is drawn to the fact that questions relating either to local aspects of motoring or to technical points will be answered weekly in this Supplement by "Scrutator." Already some queries have come in, and these are answered elsewhere in this issue. We would also direct attention to the series of special articles on motor cycle matters by "Norton," the first of which appears to-day. The best way in which to overhaul an "Indian Chief" is explained to-day, and anyone desiring further information on the subject, beyond that contained in the article, should address a enquiries to "Norton," c/o the *Telegraph*.

Motorists themselves can make use of the columns of the Supplement by sending in matter suitable for inclusion amongst these local notes. Another medium is offered by letters from motorists, putting forward any suggestions for the benefit of motoring locally. No doubt many readers have ideas of their own on numerous points—then let them give the motoring fraternity the benefit of these. Any useful suggestions put forward will not only receive the cordial consideration of the Automobile Association, which is anxious to do anything which will help forward the interests of motoring locally.

In view of the fact that Hongkong knows something of the danger arising from dazzling motor car headlamps, it is interesting to note that this important question has for some time past been receiving the consideration of the Royal Automobile Club at Home. A brief outline of the experiments made will not doubt be appreciated by local motorists. Numerous headlights of special design have from time to time been submitted to the Club for test, and it obviously became necessary to lay out a way as to afford a practical and reliable comparison of the devices submitted.

After much experimental work, Mr. Hugh Gregory, head of the Club's Technical Department, in-

vented a method of measuring and testing, using what is now known as the standard disc. This disc consists of a number of irregular grey shapes superimposed on a dead black background 18 inches in diameter. As it is impossible to standardise colours, the grey effect is actually produced by alternating strips of black and white. The visibility of this disc corresponds roughly to that of a pedestrian dressed in a colour offering very little contrast to that of the road surface. Consequently the distance at which the disc is effectively illuminated indicates also the distance at which a pedestrian would be clearly sighted with the aid of the car lamps. This distance is measured not only in a direct line in front of the car, but also at various angles, so as to indicate when a pedestrian would be first seen were entering the road from the side.

Up to this point we have only indicated how the test assists in assuring safety by making objects visible to the driver, and without regard to the dangers occasioned by dazzle of the headlamps. To test dazzle, the disc is placed alongside the car and the observer approaches from in front until he reaches a point at which the dazzle of the lamps ceases to prevent him from seeing the disc. These notes, of course, only give a rough idea of the test, which has now been standardized by the British Engineering Standards Association and adopted by the Ministry of Transport and is therefore of considerable interest to the governing bodies of the motoring communities of other countries.

The subject, as we say, is one of considerable importance, both to motorists and the general public. We have seen cars in Hongkong with unduly powerful headlamps, which constitute a distinct danger to drivers of other machines. The dimmers of some cars, also, are far from what they should be—there is very little difference between the full lights and the dimmed lamps. We invite the views of local motorists on this subject.

From a motorist who has considerable knowledge of technical matters, we have received the following comments regarding the article on the tuning up of motor cars which we printed in our Supplement last week, the writer of which was the motoring correspondent of a well-known London paper:—"The writer of the article which you produced on Saturday with regard to tuning up a car says: 'The plugs must be of good make, capable of standing the hotter spark due to a good magneto advance.' As a technical point, the spark is not made hotter when the magneto is advanced. The spark merely occurs sooner, and, providing other things are equal, is no hotter. The position of the magneto armature with relation to the pole pieces governs the intensity of the spark, providing the other parts of magneto and the plugs are correctly adjusted."

"In any case, one has to be very careful about altering the maker's timing, especially in a

"IT'S A LEMON!"

Funny Story from the States.

Loyalty to one's car comes second only to loyalty to one's family in the creed of most owners. In the usual exception, places are simply reversed, the car coming first.

No matter how decrepit, how cantankerous or sputtery the old bus may be, 999 owners out of 1,000 will tell how good she is, anyway, extolling all her virtues and good points, recounting her long and valiant service and condoning any present faults.

But there is in Washington one traitor to the brotherhood. He not only condemns his own car, but does it publicly, flagrantly and in a way to attract maximum attention.

It's a good looking car, almost new. But across its sides and



back he has painted in blazing yellow letters a foot high:

"STUNG! NO GOOD!"

"This Car is a ———. It's a Lemon." On the doors on each side he has painted a huge lemon, the size of a wooden bucket, with the explanatory phrase: "This Car's a Lemon."

Doubtless the owner has had a clash with the agency from which the car was bought. But apparently the bus runs all right, for one sees it all over town. For a lemon, it certainly does travel!

place like Hongkong. The more the magneto is advanced, the greater the tendency to knock, especially when hill climbing and accelerating. There is plenty of both in Hongkong, so perhaps the best advice would be to leave the maker's timing well alone.

"One other paragraph in the article also calls for some comment, namely, 'Tap the valve caps, wire up a second set of plugs in series and get the extra 10% of power which the addition will probably give you.' In this case, all that happens is that the spark crosses the gap of the plug having the least internal resistance, or across the shortest gap in the two. Both plugs will not fire; the current merely takes the path of least resistance and fires one only."

An advertisement in this issue draws attention to the latest addition to the service of the enterprising Dragon Motor Car Company. This is the provision of special motor lorries which may be hired for haulage purposes—any necessary adjunct to the present transport facilities of the Colony.

Prospective purchasers of Ford Cars will be glad to know that Messrs. Alex Ross & Co. can give immediate delivery of the touring models. Elsewhere in this supplement, the latest prices of the various types of Ford machines are published.

HONGKONG'S TAXIS.

Where They Will Be Stationed.

The Hongkong and Kowloon Taxicab Company is making arrangements for the commencement of its public service. So far, nineteen stands for the taxis have been planned for Hongkong, four for the Peak district and ten for Kowloon. These will give accommodation for 119 taxis. The provisional list of stands, as approved by the police, is as follows:—

Hongkong.

Quarry Bay (Entrance to shipyard) ... 2
Causeway Bay, opposite entrance to Jockey Club Stables ... 4
Junction of Leighton Hill & Wong-Nei-Chung Roads ... 2
Golf Club ... 2
No. 2 Police Station ... 4
Arsenal Street ... 2
City Hall ... 4
Chater Road near Hongkong Club ... 4
Star Ferry East side ... 4
Pedder Street, outside G.P.O. Canton Wharf, West side ... 2
Macao Wharf, West side ... 2
Island at junction of Des Voeux Road, West and Connaught Road West ... 2
Jubilee Street, North end ... 2
Tram Station, Garden Road Junction of Robinson and Castle Roads ... 2
Glenside, junction of upper Albert & Caine Roads ... 2
Bonham Road at junction with Park Road ... 2
Hollywood Road outside Central Police Station ... 2

The Peak.

Wanchai Gap ... 4
Magazine Gap ... 4
Government Villas ... 4
Peak Hotel (when road is complete) ... 4

Kowloon.

Star Ferry ... 4
Junction of Nathan Road and Haiphong Road ... 4
Junction of Nathan and Jordan Roads ... 4
Waterloo Road ... 4
Bedford Road ... 4
Peace Avenue Ha Mun Tin Kowloon Cricket Club ... 4
Junction of Observatory and Chatham Roads ... 3
Gillies Avenue, Dock Gate ... 4
Kowloon City Ferry Wharf ... 4

Total ... 119

FACTS & FIGURES.

Belgium has bought nearly 14,000 passenger cars and chassis from other countries, since the armistice.

Omnibus drivers in London get a bonus for avoiding accidents. United States makes 90 per cent. of the world's motor vehicles. There are 47,426 garages in the United States.

Imports of motor vehicles into the United States totalled 456 in 1922.

There are 5,000 motor cars and 6,000 trucks in Spain. More than 20,000 motor vehicles were exported in March from the United States and American branches in Canada.

Canadian automobiles now number beyond 500,000. Post motor car customers from the United States are Canada, Australia and Mexico.

France now requires the mixture of 10 per cent. alcohol with gasoline for motor fuel.

French engineers have been experimenting with a gas oil for automobile engines, which they say has proved more efficient than gasoline. Besides, the gas oil is cheaper.

WHY DO CAR SPEEDS VARY?

Importance of the Power to Weight Ratio.

Writing in the *Daily Chronicle* Capt. E. de Normandie says:—A reader inquires why an 11.9 h.p. car which he has just bought can only do 41 m.p.h. "all out" when another 11.9 h.p. car belonging to a friend can do a genuine 50 m.p.h. whenever opportunity serves.

The two main reasons are the actual horse power developed by the engine, and the ratio between that power and the weight of the car. For example, the Smith 11.9 h.p. engine may develop an actual 18 h.p. and the car weight 16 cwt. On the other hand the Robinson 11.9 h.p. engine may develop 24 h.p. and the car weigh only 12 cwt.

There are (roughly) actual cases from existing examples. And when you study the horse-power weight ratios, the results are striking. In the first case you have only one h.p. for every 100lb. of weight and in the other you have one h.p. for every 56lb.

The difference is enormous, and readily accounts for the variation in road speed, acceleration, and general liveliness.

So much for the reason. But when my correspondent goes on to complain about his lack of speed, I am not at all sure that I agree with him. Nearly all motorists are inclined to rate the value of speed too highly.

I am sometimes accused of being a "crank" for saying that no small car should be capable of a speed in excess of 45 m.p.h. Well, I'm going on being a "crank"—and hope that eventually the "shaft" will get home with car manufacturers.

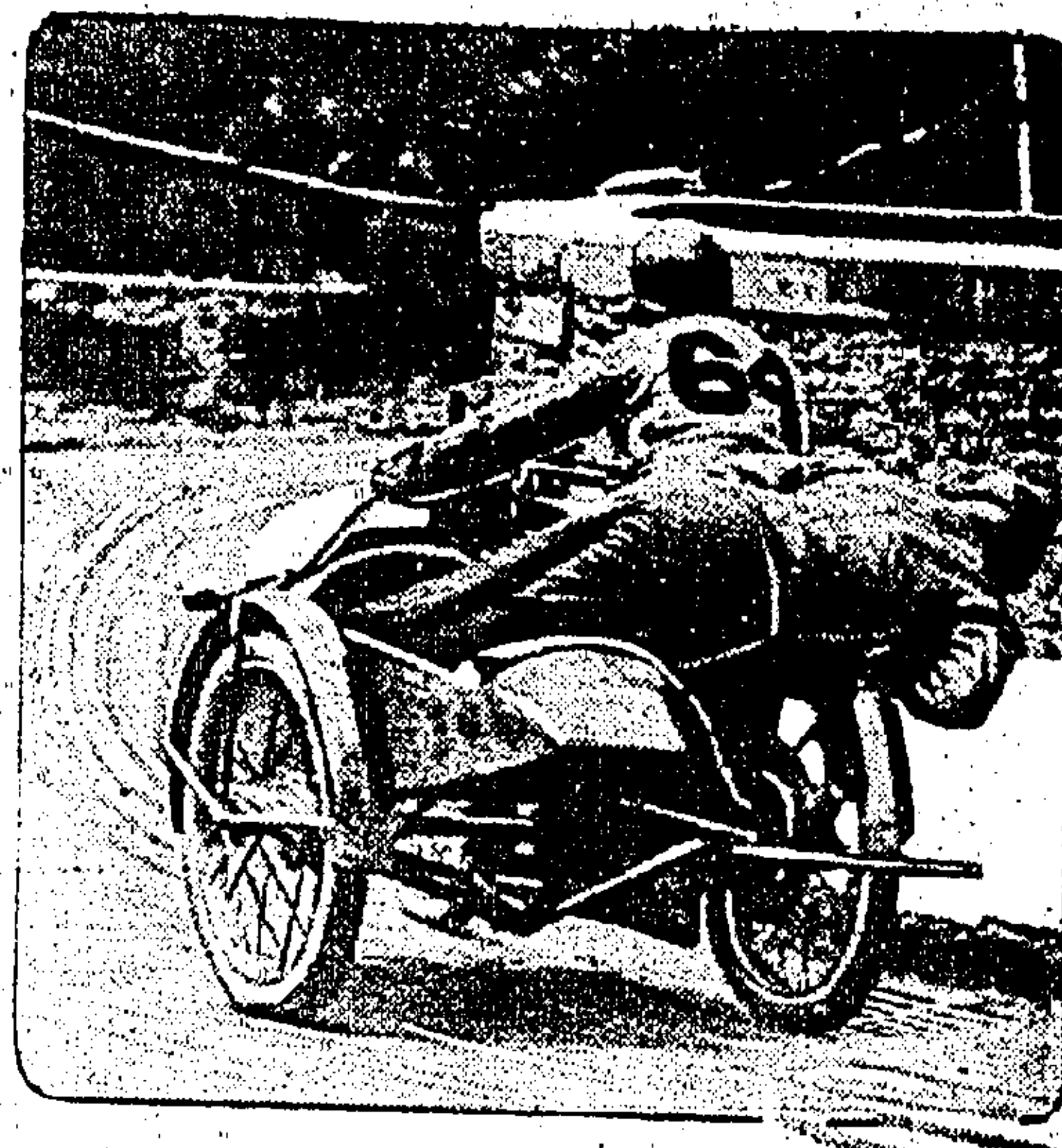
Many of these new small type high speed cars are spending far too much time in the repairer's hands. In my opinion that is due solely to the fact that the engines are made too "efficient" for normal "man in the street" handling. I prefer to put reliability first, low maintenance and running costs second, and speed third.

NO EXCUSE NOW.



White trouser and coat cuffs, white cap and white shoulder patches add to the visibility of New York traffic police at night. Motorists can't say now, "I didn't see the policeman."

TAKING THE CORNER.



C. P. Wood making the turn at Quarter Bridge in the Isle of Man motor cycle contests. Note how the passenger throws himself across the machine to balance it as the turn is made at high speed.

QUESTIONS & ANSWERS.

"Scrutator" Replies to Queries.

["Scrutator" is prepared to answer questions relating to motoring. Queries should be addressed to him c/o *Hongkong Telegraph*. They should be sent in not later than Tuesday each week. Below will be found some questions and answers.]

Use of "Dope."

"Hilltop" asks:—Is it not a fact that some racing motorists are in the habit of mixing a proportion of ether with petrol? If so, is the practice a good one, and what is the best proportion, having regard for safety? Can the practice be recommended for ordinary car usage?

Answer: Yes, this is correct. Many racing motorists use what is termed "dope." The practice is a good one, but the engines using "dope" must be altered and the compression space reduced. The "dope" used is Amyl Acetate, and the proportion is somewhere in the neighbourhood of one pint to each gallon of fuel, although the exact quantity varies according to circumstances. It must be clearly understood, however, that the addition of this substance to the petrol does not in itself produce greater power. It is nothing in the nature of a fuel intensifier, and in order to be used with any advantage at all, the engine itself has to be altered. It is commonly known that the higher the compression ratio of an engine, the greater is its output of power. When using straight fuel, the point to which the compression can be raised is limited by detonation. Too high a compression ratio produces a power unit which has a tendency to "knock its head off"—and is therefore unusable. When "dope" is added to the mixture, however, the burning action of the charge is slowed down or damped sufficiently, so that a very high compression ratio can be used without knocking, and the increase of power obtainable can be utilized. This practice cannot be recommended for ordinary car usage.

Decarboniser.

"Hilltop" also asks: What is a good decarboniser? Answer: Johnston's carbon remove, but I do not recommend this even. It is much better to remove the top or cylinders and remove the carbon this way.

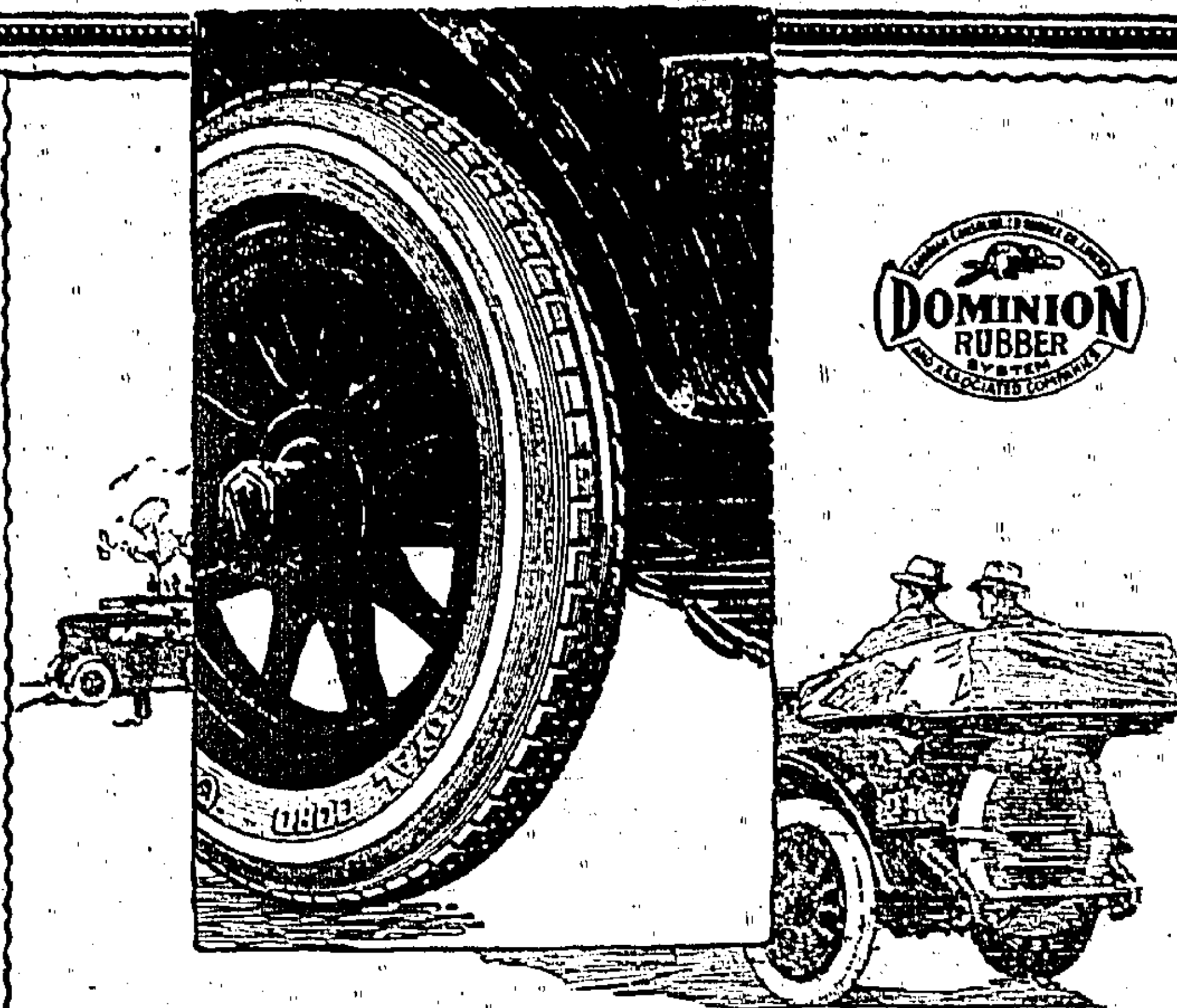
Best Practice in Coasting.

F. H. S. asks: What is the proper thing to do, in order to save gasoline, when a car is coasting down hill? Sometimes I shut off the ignition and put the gear lever in neutral, but more often I just throw out the clutch and fully close the throttle lever, so that the engine just keeps going.

Answer: If the saving of gasoline is the only consideration stopping the engine by cutting off the ignition is the best method, as of course, no gasoline is consumed, when the engine is not running. However, I do not recommend this practice, because it possesses objections which more than outweigh the resulting small gasoline saving. It is laborious, involves useless wear and tear on the gears and the starter and throws work on the brakes which had better be partly done by the retarding effect of the engine, if kept in gear. Throwing out the clutch and letting the engine idle is a better practice, on the whole, if your clutch bearings are well lubricated and capable of withstanding all the work thus thrown upon them, but my preference is toward keeping the engine in gear and fully throttled down, for even though it involves some waste of gasoline, it causes less wear and tear and gives better car control.

500 Mile Race.

On May 30, Tommy Milton won the annual 500 Mile International Sweepstakes at Indianapolis in an H.C.S. Special on Firestone gum-dipped cords. His average speed was 91.44 miles per hour, being the only driver in the history of this classing race to win a second time. Harry Murphy and Cooper who relieved Hearne, finished second, third and fourth in the order named, in Durant Specials, giving a clean sweep of first four places to Firestone gum-dipped cord. Eight of the ten winners were carried on Firestone equipment.



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MOTOR CYCLE TIPS.

How to Overhaul an "Indian Chief."

[BY "NORTONIA".]

[This is the first of a series of articles written specially for the "Telegraph Motoring Supplement." Next week's article will be on "How to tune a Schenker carburettor."]

The articles required in overhauling an Indian Chief are:—

2 gallons kerosene.

1 gallon gasoline.

Plenty of waste.

A medium-sized bottle brush with a fairly stiff handle.

A fairly large shallow pan, and a number of old cigarette tins with holes punched in the bottom.

The tools supplied with the machine will do practically all the work. One or two extra tools will be useful, and these will be mentioned later.

Mix the kerosene and gasoline and put half in the pan.

Take off the chain and lay it on the bottom of the pan. It can be left on the bottom until the end, when it will be found to be full of old grease, dirt etc. Now carefully clean the base of the cylinders, the crankcase, etc., with the bottle brush dipped in the pan. This prevents grit, etc., getting into the cylinders and crankcase when the cylinders are off.

Drain all the old oil from the crankcase by the lower plug on the left side, and from the transmission by the plug underneath the gearbox.

Rock the motor cycle from side to side to assist the draining. Replace the plugs and disconnect the hand oil pump connection on the crankcase and take out the filling plug on the top of the transmission casing. Put a pint of the mixture from the pan into the crankcase and about half a pint into the transmission. Replace the oil pipe and transmission plug and vigorously work the kickstarter (first relieving the compression by taking out the valve caps, etc., on the cylinder heads). This gives the oil a chance to dissolve, and the mixture can be left in until the cylinders have been decarbonised.

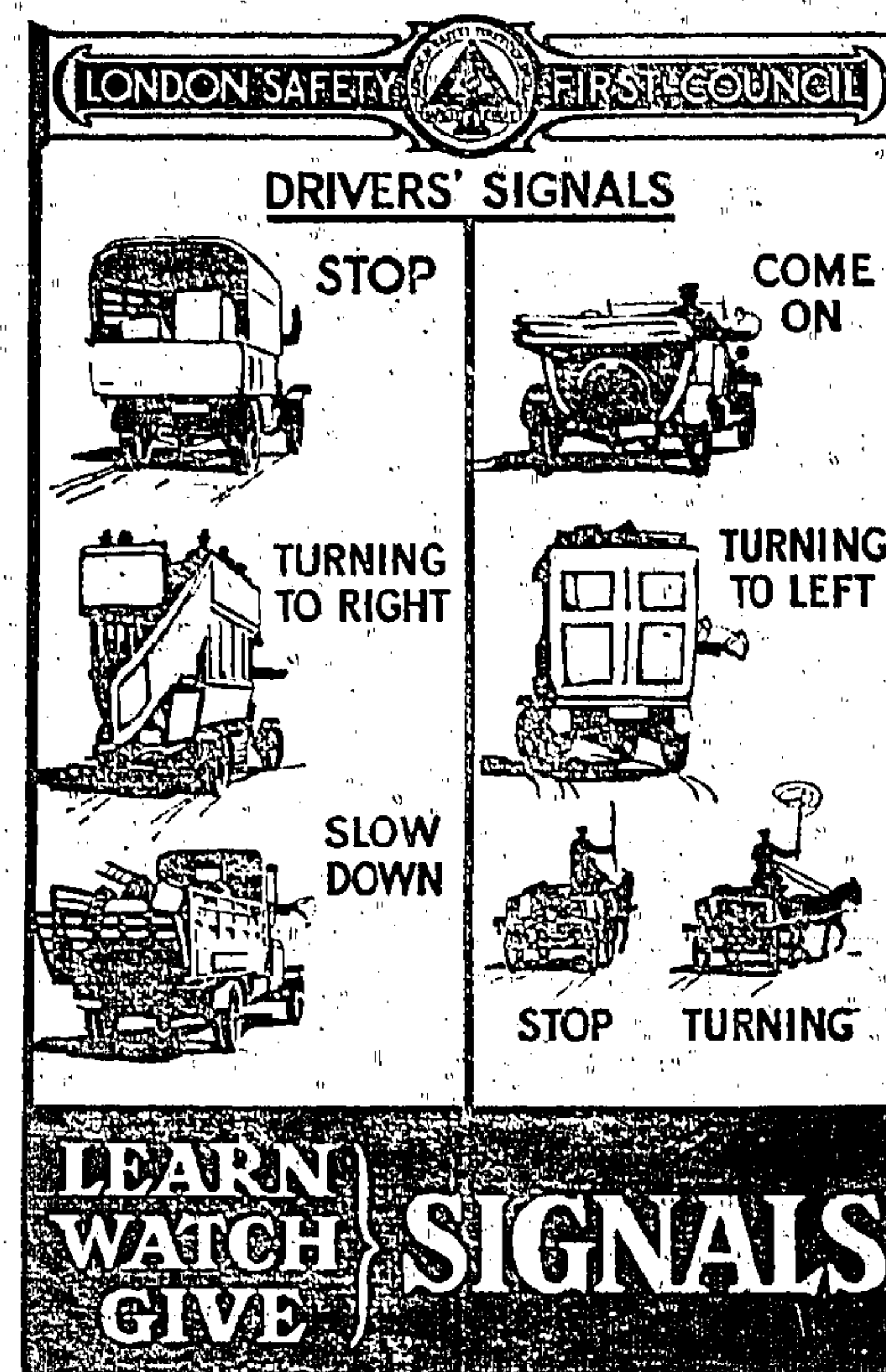
Now take off the cylinders, being careful not to let the piston knock against the connecting rod. With the "Chief" rear cylinder it is necessary to take off the toolbox. For the actual decarbonising, a long screwdriver and an old screwdriver with about an inch at the top bent at right angles to the blade are necessary.

Take out the valves by putting out under the valve cap and screwing it down on the valve, then pushing the spring up with a screwdriver. Carefully scrape the heads free of carbon with the long screwdriver; then use the right-angled screwdriver for the valve parts and the counterbore (the recess cut at the top of the walls). The cylinders can then be placed in the pan heads downward. It is best to take the pistons off. A lot of carbon accumulates underneath the heads and in the ring grooves, and is rather difficult to remove with the pistons "in situ." The best method of taking the pistons off is as follows:—

Procure a circular piece of steel slightly larger than the piston, about 2" wide and 3/4" thick. Drill two holes about 3/4" diametrically opposite to each other. Tap one hole and thread a bolt in with a blunt point on it just about the same size as the hole in the gudgeon pin. Take out the gudgeon pin, set pin and apply the bolt to the end the set pin came out. Screw up the bolt, and the gudgeon pin will come through the hole on the other side. Take off the piston rings by inserting three strips of tin under each and using the tin to bridge the other ring grooves. Carefully clean inside the piston and in the ring grooves, as well as the rings themselves. Replace each ring in the groove it came from, after carefully washing pistons and rings in the mixture. Place everything you've taken off the cylinders in the perforated tins and give them a good shake up in the mixture.

Now grind the valves. Purchase a tin of valve-grinding compound from any garage and smear some of it on the valve face. Place it on its seat and gently rotate back and forwards by means of screwdriver in the slot, exerting a fair amount of pressure on the screwdriver whilst doing so. When the valves are polished all the way around and there are

A "SAFELY" POSTER.



This reproduction of a poster is a sample of the kind of safety campaign that is being conducted in England. Even the horse-drawn vehicle is not neglected. Note the whip signals suggested for stopping and turning.

THE DEMAND FOR MOTORS.

Record Output in America.

Mr. Charles Clifton, President of the National Automobile Chamber of Commerce, writes from New York as follows:—

Two million cars and trucks were made in American factories in the first six months of this year. This is more than the output for the entire year of 1921, in fact of any year except 1920 and 1922. It is a production figure 850,000 greater than the same period last year.

The significance of these facts, however, is not inherently in their size. It is true that large sales of motor vehicles bring about corresponding demands for cotton, rubber, aluminum, copper, leather, plate glass, iron and steel, creating prosperity in those industries, giving employment. But the influence is more far reaching than that. It means that we are building up a new form of transportation.

Motor Vehicles Fill Need.

We have all been gratified to see the railroads spending large sums this year for new equipment. That promises better public service. It means that persons and goods will be moved more efficiently. Similarly there is economic promise in the record figures of motor cars and trucks bought by the public. These vehicles are filling a need not met by, and generally not in competition with, steam, electric and boat lines.

The main causes for the record demand in 1923 are several:

The offering of high quality products at prices which the public is convinced are reasonable.

The good condition of general business.

The fact that cars are proving profitable in a wide range of business activity.

The improvement in highways at the rate of 20,000 miles per year.

The expansion of suburban home building.

The development of areas at points remote from any other means of transportation.

The growing popularity of motor touring and camping.

The automobile manufacturer has cut the profit on the individual vehicle to a minimum, relying upon volume of output to pay the return on his investments. This has meant high quality vehicles available to the public at prices which it has been quick to appreciate.

The good condition of general business has meant greater ability to purchase and has called for more transportation of persons and goods.

Relationship to Home.

Analysis of figures of home ownership shows that generally the states which have the greatest number of homes owned likewise have the greatest number of vehicles per 1,000 persons. Particularly close is the relationship between car and truck demand in the suburban regions which are being developed at points several miles from the railroads.

Business houses are increasingly purchasing cars for their salesmen, as the practice is proving profitable.

The growth in motor camping is evident in the fact that more than 2,000 municipalities now provide tourist campsites, a service which has developed the last few years.

Opinions vary considerably as to what the production figures will be for the coming six months.

The experience of the last ten years shows that the heavier sales are usually in the first half of the year. Normally 56 per cent of the total output of cars and 52 per cent of the production of trucks come in the first six months of the year.

Many feel that the public, being prosperous, was unusually insistent on immediate deliveries during the first half of the year, and that the last six months will be correspondingly lighter.

On the other hand, the popularity of closed models, the improved highways and better farming conditions will tend to account for considerable demand.

Only the events themselves can tell the story. Manufacturers and dealers accordingly are watching the demand carefully, preparing small machines, and maintaining a speed of between 25 and 30 miles an hour without any fuss or noticeable vibration.

The Mathis ran on Red Shell gasoline and used Gargyle Mobiloil in the engine. The tires, which were Bergougnan fabric, gave no trouble.

JAPAN MOTOR TRIALS.

Good Run by Mathis Car.

An average of nearly 34 miles a gallon was made by a 10 horsepower Mathis driven by Mr. Antonin Raymond of Tokyo in a run to Nikko and back recently. The Mathis now stands high in Class B of the Japan Advertiser's Second Annual Motor Economy Trials.

Starting from the Imperial Hotel at nine o'clock in the morning, the Mathis, carrying driver, and observer, reached the Kanaya Hotel, Nikko, at about half past three in the afternoon, having stopped half an hour on the way for lunch. An examination of the fuel showed that in spite of the long climb, an average of just 30 miles a gallon.

The return trip was started the next day at one o'clock in the afternoon. Raymond took nearly two hours in coming down the Shogun's Avenue, making every possible effort of let the car coast on the long downgrade. Despite its lightness, the Mathis coasted very well, making about nine miles without the engine.

Just after leaving Tochigi, a thunderstorm was encountered, and Raymond stopped for about 40 minutes. Two other halts were made for the purpose of cleaning the fuel intake, which had become clogged, an operation that takes only a minute with the Solex carburetor.

Another rainstorm was encountered near Kumagai, but the Mathis continued without a halt, and reached Sugamo about nine o'clock.

As usual, the worst roads on the whole trip were encountered in Tokyo. Near Jimbocho, in Kanda, the Mathis encountered a bump so terrific that the float was thrown against the top of the float chamber, where it stuck, thus stopping the car and losing a small quantity of fuel.

The Imperial Hotel was reached just before ten o'clock, and an examination of the fuel remaining in the tank showed that the Mathis had come from Nikko on 2,875 gallons of fuel, thus averaging over 39 miles a gallon for the return trip.

The average for 225-mile trip to Nikko and back was 33.962 miles a gallon.

Mr. Raymond's car had about 4,000 miles to its credit before starting on the test, and had just been overhauled, and so was in excellent condition. Despite a very lean mixture, the Mathis ran well and seemed to have plenty of power for the hills. It is unusually well sprung for so small a machine, and maintains a speed of between 25 and 30 miles an hour without any fuss or noticeable vibration.

The Mathis ran on Red Shell gasoline and used Gargyle Mobiloil in the engine. The tires, which were Bergougnan fabric, gave no trouble.

THREE FLAG RUN.

Record Broken Three Times.

The Three Flag Run is one of the most interesting motor cycle events in the United States. It is so called because it starts at the Canadian border under the British flag, and extends along the West Coast under the American flag to Tijuana, Mexico, thus ending under the Mexican flag. The Three Flag trail is approximately 1,700 miles long.

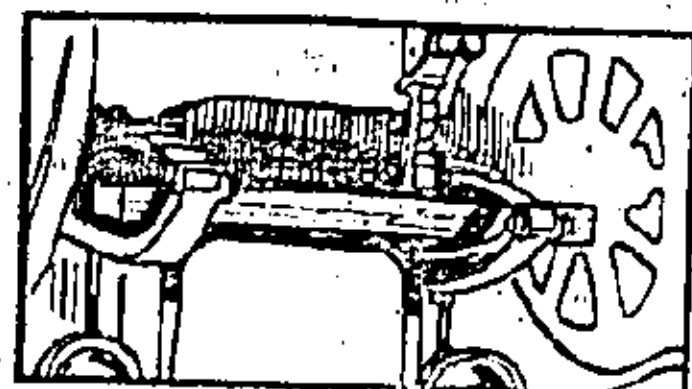
Within the last few weeks the Three Flag record has been broken three times by riders on Firestone stock motor cycle tyres—first by Paul Romaley, who covered the 1,681 miles in 46 hours 58 minutes; and then by Wells Bennett, who bettered Romaley's time by 49 minutes.

The sensational part of Bennett's record is that for fully half the distance it rained heavily and he had to splash through water and slippy mud.

Then, a week later, Wells Bennett took his same machine and added a side car with one passenger and returned from Mexico to Canada in 34 hours 42 minutes, improving by 11 hours 11 minutes Canonball Baker's side car record made in 1919.

HERE'S A TIP.

An easy way to lubricate the spring leaves with graphite oil is to jack up the chassis as shown



in the sketch, so that the weight of the car is taken from the springs. The leaves can be separated easily and oiled.

Plucky Car Racer.

While attempting to break records at Brooklands on July 11th, Captain A. G. Miller, the well-known racing motorist, was rendered unconscious in extraordinary fashion. As he was travelling along the railway straight at ninety miles an hour the off-side rear tyre of the car peeled off and struck him on the head. The mechanic took the wheel and drove the car safely into the paddock where Captain Miller, after being lifted from the car in a dizzy condition, revived. Nine minutes later he resumed his attempt, and, driving the Loyland car in three hour stretches, succeeded in beating all the hour records from one to nine and all the hundred miles records from one to seven. His average speed for the nine hours was 85.29 miles per hour. A fire engine placed alongside the track pumped water on the tyres as the car roared by, so that they could be cooled.

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DELIVERIES OF TOURING CARS AND SEDANS FROM STOCKS.

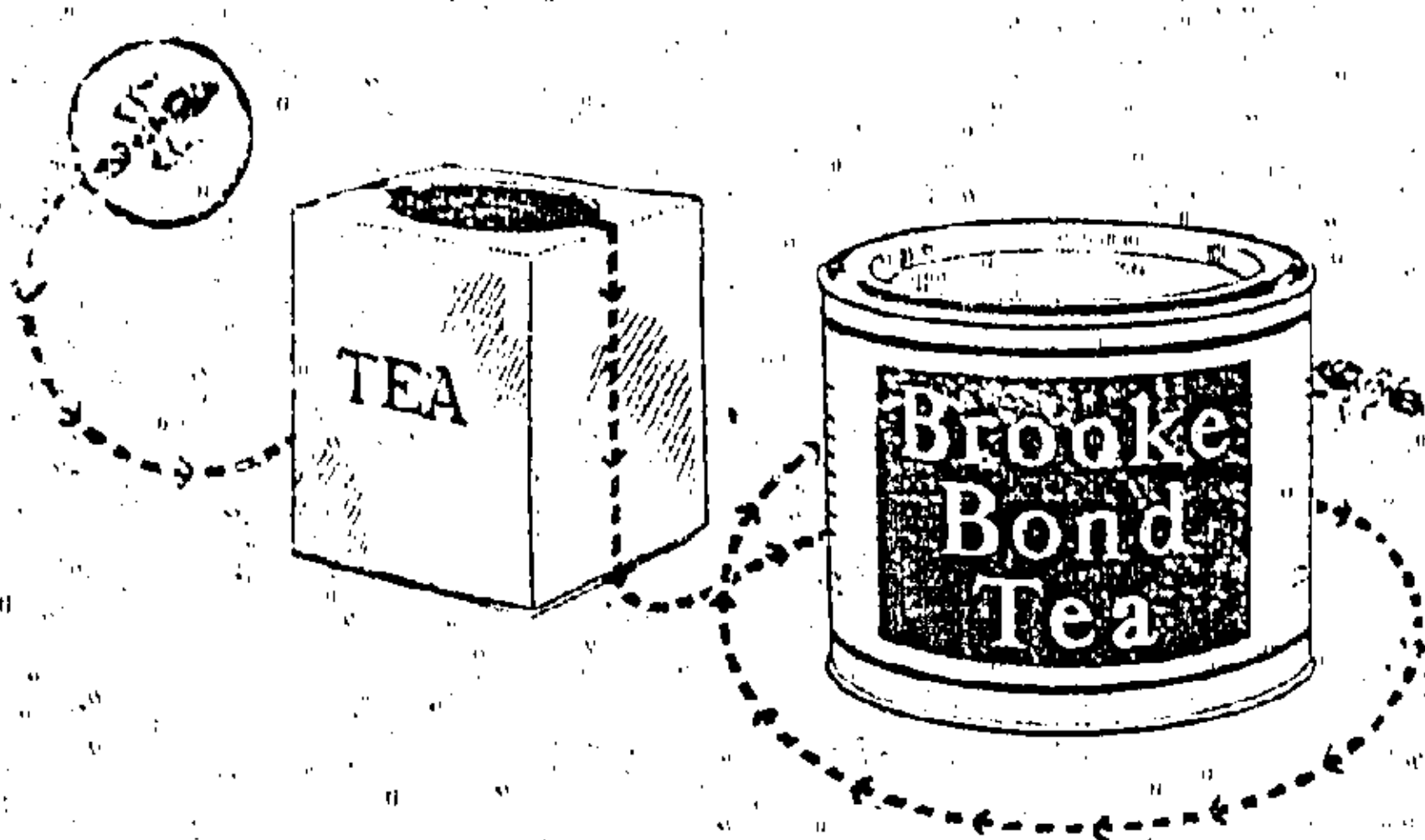
TRUCKS FROM OUR NEXT SHIPMENT.

ALL ELECTRICALLY EQUIPPED WITH STARTERS.

ALEX ROSS & CO. (CHINA) LTD.

NO CHANGE IN OUR AGENCY FOR THE ABOVE.

Full Stock of Spares Carried



The trail of the ant

The ordinary square tin offered no obstacle to his ravages. But when he encountered the Brooke Bond vacuum-packed tin he made a reconnaissance, and passed on—baffled.

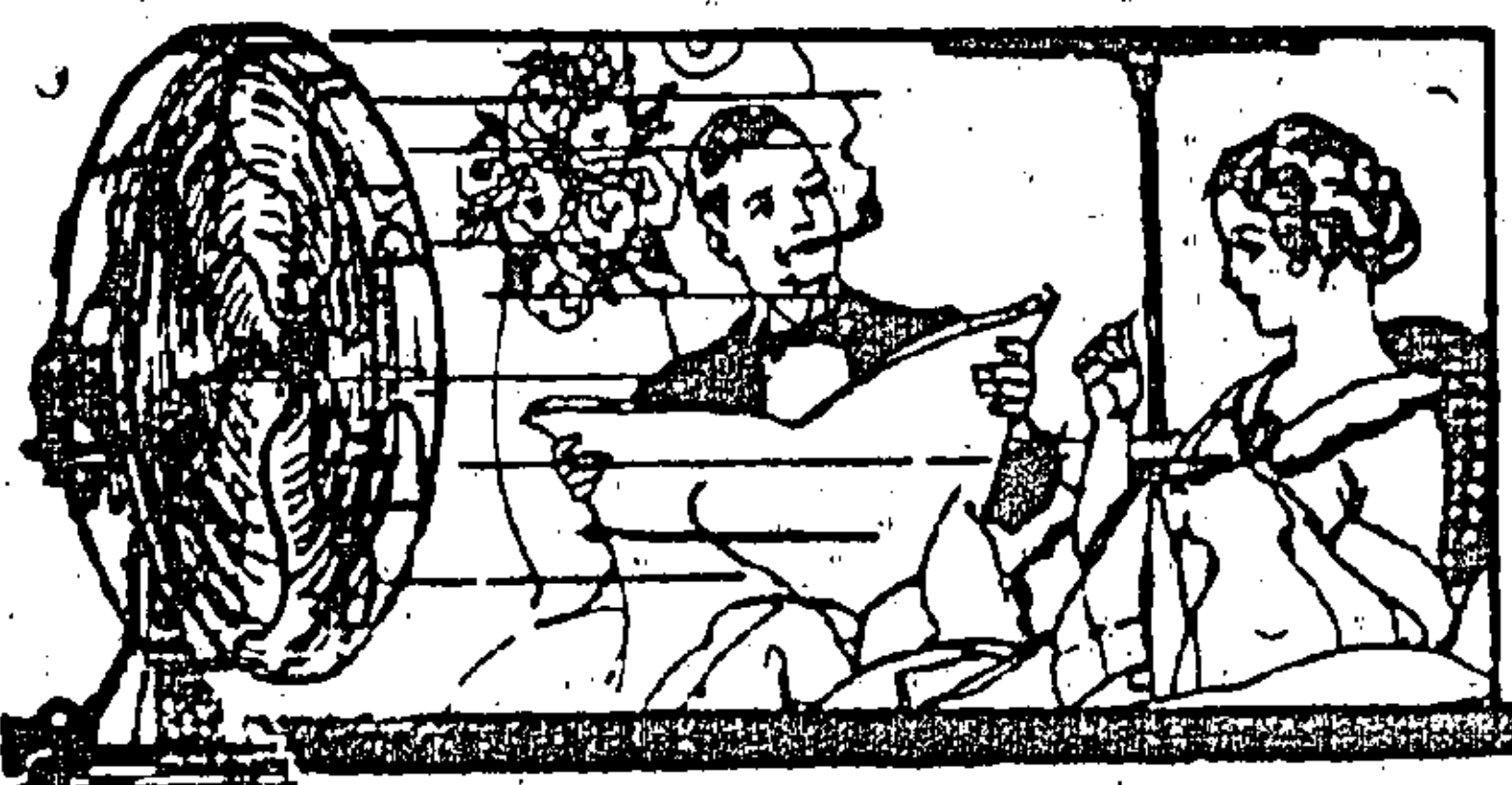
Neither the Ant, nor his friend, the Hairy Mite, can spoil your tea, if it is Brooke Bond tea in the patent vacuum-packed tin. Heat and damp cannot destroy its fine flavour.

This is the tin that keeps the insects out and the goodness in, and in Brooke Bond tea there is a lot of goodness to keep in.

Ask for
Brooke Bond vacuum packed
Tea in the vacuum-packed tin.

It costs no more than ordinary tea.

THE HONGKONG HOTEL COMPANY, LIMITED.
14, Queen's Road, Central.
Tel. Central No. 1877.



"My Dear, Our Home Is Like An Oasis In This Heat."

ALL FANS GREATLY REDUCED.

With the hottest part of summer still before us, the purchase of an electric fan is the wisest investment you can make.

ELECTRICAL DEPARTMENT.
THE HONGKONG HOTEL COMPANY, LIMITED.

BATHING CAPS THAT LAST

We have received a shipment of the latest and best production in Bathing Caps—and are offering same at very moderate prices.

THE COLONIAL DISPENSARY

14, Queen's Road, Central.
Tel. Central No. 1877.

EMBROIDERED & DRAWN WORK

YOU WILL FIND OUR STORE
CHEAPEST AND BEST.

Swatow Drawn Work, Embroideries,
Silks, Laces, Ivory Beads & Carvings
and other works of art.

FOOK WENG & CO.

Astor House Hotel Building

Branch HOK KONG & CO., No. 1, Prince Street, Hongkong.



TYPHOON AT TAI MO SHAN CAMP.

(Continued from Page 2.)

them in the difficult descent. The motor road was at last reached at about six o'clock, and Mrs. Oldt and her family, who had been on their way up the mountain when the typhoon began, provided a welcome in the Tsuen Wan chapel. Mrs. Oldt served each group of refugees as they arrived, with hot cocoa and coffee and provided dry clothes and bedding for the children and the disabled. As soon as the first parties were safely housed, the men returned to meet and help the later comers; and by seven-thirty the whole camp was collected. The mess cooks, who showed such splendid spirit, got to work at once in the somewhat wrecked chapel and a hilarious meal was served, filled with congratulations over the numberless wonderful escapes. One of the most wonderful was that Dr. and Mrs. Oughton had, with the help of Dr. Dobson and Connelly, got their five children down the mountain cheerful and uninjured.

The problem of getting back to Hongkong was difficult. The motor road through the village looked like a battle ground for the trees had been blown down and they lay stretched across the road like a barricade. Word came that it was impossible for motor-cars to get through, so some of the men went in search of other means of transportation. They soon returned with news that a police launch would take them to the city. Twenty-five of the party, mostly women and injured folks, started off on the dark bay in two sampans. Unfortunately the launch had not waited, so a foreign company toured about on the dark water, taking refuge behind a junk for the worst blow. At last they came alongside two large customs launches; and Captain G. W. Boulter, of the Cheung Kong promptly invited the party on board without asking explanations until later. After hearing their story he then offered to keep the destitute-looking crowd over night and to take them to Hongkong in the morning. He and his mate then gave up their quarters to the women and children and did everything possible to make them comfortable. Captain Seaberg and his crew of the sister launch, the Pak Tou, with equal kindness entertained part of the group.

Sunday morning the people at Wiseman, on the Peak Tram and on the Kowloon ferry were interested to see groups of informally dressed and weary-looking people with a few damp bundles, joyfully seeking home and friends.

Early the same morning a group of ten men and women with the Chinese servants climbed the mountain again to salvage whatever remained near the wrecked camp. Late Sunday night loads of beds and beds and miscellaneous bundles were delivered at the Y. W. house in Kowloon, and on Monday the work of sorting, washing and drying began. It will be some time before that part of the story is finished.

The campers are deeply grateful to the people of Tsuen Wan, who opened their chapel to the refugees and showed them sympathy and consideration. Articles of value which they found on the mountain were promptly returned to Cheong On, the capable head man of the village, and came back to their owners. To the Captains and crews of the two customs launches for their hospitality, to the people who climbed the mountain to help in the rescue work and salvaging, to the Y.W.C.A. secretaries in Kowloon who opened their home to weary wanderers and dirty baggage, and to Mr. Howe, the camp manager and his associate, who through fair weather and foul worked to keep the campers comfortable and happy, they give their heartfelt thanks.

In spite of the rather upsetting close of this year's camp most members are agreed that Tai Mo Shan could be the summer resort par excellence for South China. Indeed some who have visited Kuliang and Kuling declare that the coolness of the air and variety and beauty of the views far surpasses either place. The accessibility to Hongkong and Canton, the comparative ease of the ascent, the

EARLIER TELEGRAMS.

ALMOST DESPERATE.

Berlin, Aug. 24.

Herr Hilferding, Minister of Finance, addressing the Budget Committee of the Reichstag, described the financial and political situation in Germany as almost desperate. The Imperial Government had to cover not merely its own deficit, but those of all the Federal States and Communes, otherwise the whole administration of the country would break down. He criticised the attempt of the Reichsbank to support the mark with "insufficient means and complained that private firms had been unauthorisedly issuing emergency money although many billions were already circulating. Referring to the causes of the deficit he asserted that payments in execution of the Peace Treaty had risen from four hundred and fifty milliards in January to four billions in July. The deficit on the State Railways alone amounted to 450 billions. He concluded that it was impossible to hope for the great increase of taxation to result in balancing the Budget.

SPANISH TROOPS MUTINY.

Madrid, Aug. 24.

The fact that the troops at Malaga manifested, objecting to sail for Morocco, has been disclosed by the Premier at a special meeting of the Cabinet. The Premier said in this connection that the mutineers fired upon and killed an officer, but that the military authorities had restored order. The mutineers will be severely punished.

MANY CHANGES HAVE BEEN MADE

in the manufacture of glasses; one of the most important is that invented by Sir William Crookes, who, as the result of numerous experiments, combining glass with various metals, has succeeded in producing a material which cuts off 98 per cent. of the infrared or heat rays together with the ultra-violet or chemical rays, called Sir William Crookes glass. Crookes lenses of any prescription in either regular or Peric form are manufactured by the Hongkong Optical Co., successors to Clark & Co., manufacturing and refecting opticians—the most competent manufacturing optical establishment in the colony—located in 53, Queen's Road Central.

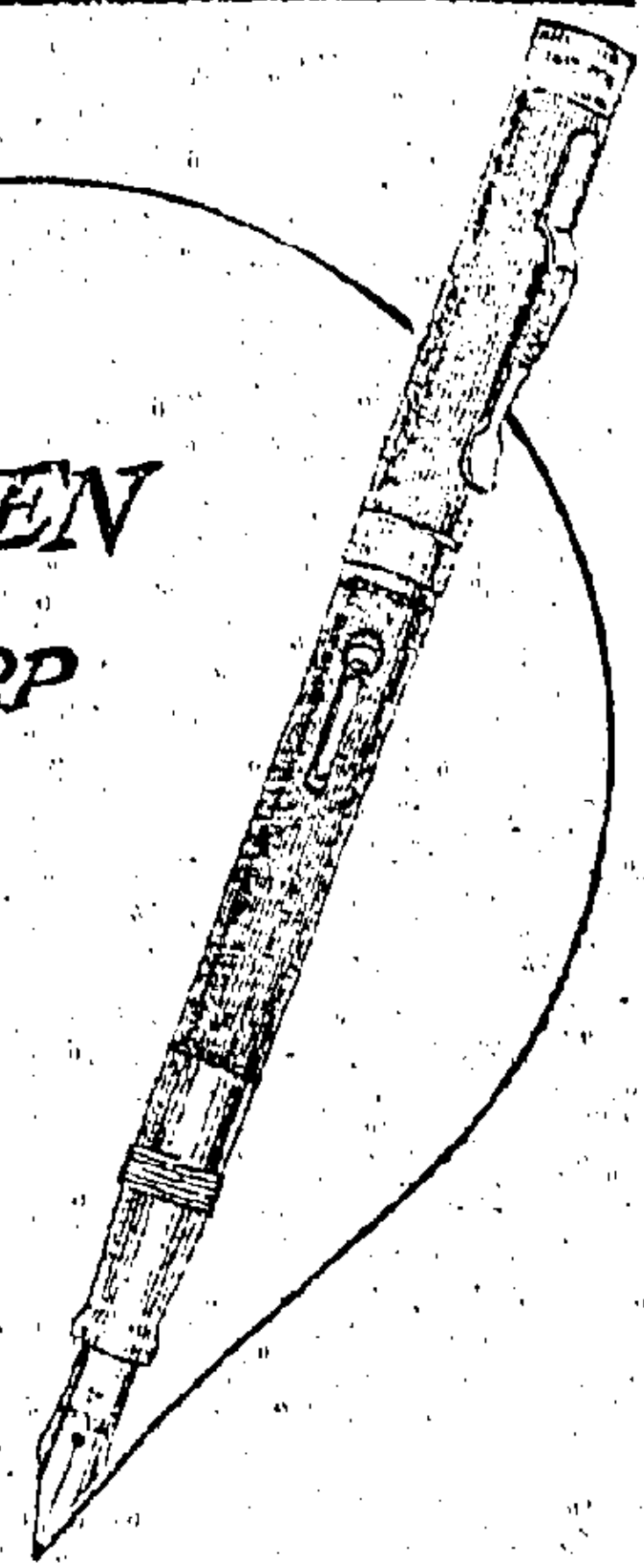
PRINCE AND CANADA.

The Prince of Wales, travelling as the Duke of Cornwall, proposes, with the King's sanction, to visit Canada, and to spend a short period on his ranch in Alberta, during the early autumn. The visit will be of a purely private nature, and his Royal Highness, therefore, that it will not be possible for him while in the Dominion to accept official engagements of any kind. He will probably sail in the first week in September, and return towards the end of October.

THE VICTROLA

is superior.
We can convince by demonstration.
MID PRICE—5/6 to 10/6.

WAHL PEN
Companion to
EVERSHARP

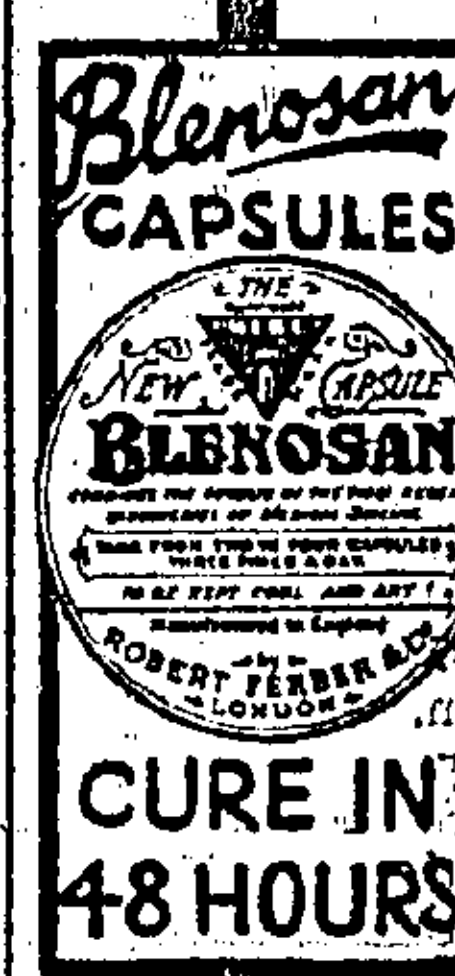


WHEN you own a Wahl Pen you have the hand-somest and most scientific of all fountain pens. Its metal barrel eliminates the thick rubber barrel of the ordinary pen—thus giving more ink space. It is beautifully engraved in gold, silver or plate.

For Sale at Leading Shops Everywhere

Look for the name on the pen.
It is your guarantee.

THE WAHL COMPANY
New York, U.S.A.



THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

BLENOSAN CAPSULES

(Santal Oil & Kava Kava)

provide immediate relief from pain and stercorisation, and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists Fletcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. S. Watson & Co. Ask for Ferber's Blenosan Capsules and refuse substitutes.

ROBERT FERBER LTD.
Asylum Rd., London S.E. 15

MOTHS

Thousands of dollars worth of Furs, draperies, carpets, food etc., are destroyed annually by moths. The eggs are deposited directly on materials or in the corners of closets and trunks. Two breeds occur during the year. Eggs are deposited in May and August, and are hatched about one month later. By using FLYOSAN it is no longer necessary to pack garments, etc. away in expensive cedar chests, to place valuable furs in storage plants, or to pack various articles in boxes or trunks with offensive mothballs.

Clean the closets thoroughly by washing with soap and water and allow to dry and after a thorough brushing hang clothes inside, then spray FLOYOSAN freely at top and bottom and close the door quickly. Repeat the spraying twice monthly, or more often if moths are detected, and these destructive pests will be controlled.

FLOYOSAN will evaporate quickly from fabrics if they are placed in a well ventilated place.

USE "FLOYOSAN"

Obtainable at

A. S. WATSON & CO.

THE COLONIAL DISPENSARY.

THE QUEEN'S DISPENSARY.

THE CHINA DISPENSARY.

THE EDWARD DISPENSARY.

THE PHARMACY.

NEW ADVERTISEMENTS.

TO BE LET.

TO LET.—European flats in Lee Building, Wanchai Gap Road, Apply to 32 Kennedy Rd.

SHOPS and OFFICES in the New Building now being erected on the old Post Office site in Queen's Road Central and Pedder Street, the ground floor accommodation being suitable for Banks or large stores. For terms apply to the undersigned. R. H. Kotewall & Co., Alexandra Buildings.

TO LET.—Offices on 2nd Floor in Victoria Building, No. 3 Queen's Road Central. Also from 1st September Ground Floor suitable for Banking Business. Apply to Mr. Poon Lai Fung & Co., Messrs. A. J. Lane & Co. same building.

SPACIOUS Offices on Ground Floor of No. 4, Duddell Street, newly fitted with teakwood Panels and counters, suitable for Banking and other businesses. Electric Light Installation completed. Centrally located. Ready for immediate occupation. Apply to Box No. 134 c/o "Hongkong Telegraph."

FOR SALE by private Treaty valuable land at Kowloon with sea frontage having a total area of upwards of 97,000 square feet upon which are erected godowns and four Chinese houses. For particulars apply to Johnson, Stokes & Master, Solicitors, Prince's Building.

FOR SALE.

FOR SALE.—One C. O. 2 Direct Expansion Refrigerating Plant manufactured by the American Carbonic Machinery Co., Wisconsin. Refrigerating capacity 7 tons for 24 hours. For specification and order for inspection apply to "Hoiyok, Massey & Co., Ltd., Engineering Department, Queen's Buildings, Hongkong.

LOST.

\$20. reward given to the finder of an Alredale Terrier bitch lost in Wanchai. Apply Lai Pak Hoi c/o China Sun Motion Picture Co., Ltd. 74 Queens Road Central. Any body who keeps this dog will be prosecuted.

NOTICE.

THE NATIONAL RADIO ADMINISTRATION, Ltd., Shanghai, hereby gives notice that E. G. Isborn is no longer connected with the Company. By Order of the Directors, LUDVIG SYDERG, Acting Manager.

ST JOHN'S CATHEDRAL.

A Memorial Service will be held on Friday August 31st at 5.30 p.m. in memory of those who lost their lives in the recent typhoon.

Hongkong, August 24th, 1923.

NOTICE TO CONSIGNEES OSAKA SHOSEN KAISHA.

From Tacoma, Seattle, Vancouver, Victoria, Yokohama, Dairen, Shanghai.

The Company's Steamship

"HAWAII MARU"

having arrived from the above ports, on the 23rd August, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed. Goods not cleared by the 30th Aug. 1923, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representatives and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Wednesday and Saturday. All Claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately. OSAKA SHOSEN KAISHA, K. SHIMA, Manager.

Hongkong, 24th August, 1923.

THE HONGKONG HOTEL COMPANY, LTD.

ANNOUNCEMENT.

OWING to the receipt of numerous complaints from patrons as to the incivility of various members of the staff of the Hotels under the Management of this Company in Hongkong, such complaints being to the effect that "Cash" has been demanded in satisfaction of Liquors supplied, and patrons thereby inconvenienced by not being allowed to sign "chits," we beg to draw the attention of our clientele to the terms of the Liquors Ordinance, 1917, an extract from which is hereby given:—

2. In this Ordinance—

- "Cash" means any coins or notes current in the Colony.
- "Sale" includes any transaction in which intoxicating liquor is supplied for any consideration whatsoever, direct or indirect.
- (1) Subject to the provisions of sub-section (2) of this section, no person shall sell any intoxicating liquor for consumption on or at any licensed premises except for cash.
- (2) Sub-section (1) of this section shall not apply to the following:—
 - any sale by the proprietor of an hotel to a person residing at the hotel;
 - any sale by the proprietor of an hotel of liquor to be consumed in the dining room of the hotel at one of the regular meals of the hotel or of liquor to be consumed in conjunction with any other bona fide meal for which a charge of at least thirty cents can be reasonably made;
 - any sale in accordance with the conditions of his licence by the holder of a restaurant adjunct licence.
- Where any intoxicating liquor is sold by a servant or employee in contravention of section 3 of this Ordinance the employer, whether a natural person or a body corporate, shall be deemed to be guilty of an offence against this Ordinance unless he proves affirmatively that the sale was against his express orders and without his consent or connivance.
- Every person to whom any liquor is, to the knowledge of such person, supplied in contravention of this Ordinance shall also be guilty of an offence against this Ordinance.

The co-operation of our Patrons, with a view to assisting us to carry out the provisions of the Liquors Ordinance, is respectfully requested.

For and on behalf of
THE HONGKONG HOTEL CO., LTD.

WALTER J. HAWKER,
Secretary.

Hongkong, 15th. August, 1923.

NOTICE.

Having to die to win is one of the mouldy objections to life insurance. It is not funny, nor fair. You must die, then why not win.

SUN LIFE ASSURANCE CO. OF CHINA, 15, Queen's Road Central, Hongkong. D. O. de SILVA, Actg. Manager.

NOTICE.

HONGKONG AUTOMOBILE ASSOCIATION.

THE attention of Members of the Association is directed to the fact that the *Moboring Supplement* of the *Hongkong Telegraph* (which will be published weekly, on Saturdays) is the Official Organ of the Association. In future, all official notices & intimations to Members will appear in the Supplement.

P. M. HODGSON, Hon. Secretary.

NOTICE TO CONSIGNEES ADMIRAL ORIENTAL LINE.

The Steamship "PRESIDENT JEFFERSON" having arrived from Manila, on Aug. 24th, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on Aug. 30th at the Company's Surveyors Messrs. Anderson & Ashe. All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Aug. 31st, will be subject to rent. No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents, ADMIRAL ORIENTAL LINE, 4, Des Voeux Road, Hongkong, 25th. August 1923.

FORTHCOMING AUCTION SALES

HUGHES & HOUGH LAMMERT BROS.

GENERAL AUCTIONEERS AND BROKERS.

The Undersigned have received instructions to sell by Public Auction. (For Account of the Concerned.)

on WEDNESDAY, the 29th August, 1923, commencing at 10.30 a.m., at 11, 12, 13, Shaubkwan Road.

Marble statues, Bronze figures, 1 Liquor cabinet by Mappin and Webb, Tapestry suit and covers (complete), carved curio cabinet and quantity of ivory curios, Blackwood sideboard, teakwood sideboard (bevel mirrors), large dining table with 2 extra leaves, dining chairs, China cabinet, card table, wardrobes with bevel mirrors, American brass bed, box ottoman, dressing table (bevel mirror), 2 prs. velvet curtains, enamel bath, marble-top wash-stands, Ice box, Meat safe, dinner service, glass ware, pictures, and 1 set aluminium cooking pans, &c., &c.

Also
1 Piano by Challen & Son, London.
1 Herring Hall Marvin Safe.
1 Bronze chandelier with 6 lights.
1 Victoria and cabinet, and about 100 records.
1 Large cut-glass punch bowl and spoon.
Terms—cash on Delivery. Catalogues will be issued. On view 28th instant.
HUGHES & HOUGH, Auctioneers.
Hongkong, 24th Aug., 1923.

C.E. WARREN & CO. LTD.

SANITARY ENGINEERS AND PLUMBERS.

98A Wanchai Rd. HONGKONG.



ESTIMATES FREE FOR ALL INSTALLATIONS

SPECIALISTS IN—MARBLE & GRANITE MEMORIALS

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 27th. Aug., 1923, commencing at 11 a.m. at their Sales Rooms, Duddell Street.

12 Kegs Indigo Paste
8 Barrel Ultramarine Blue
1 Case Dyes
40 Cases Mangantite
And
A Quantity of Miscellaneous Goods.

Terms—Cash on Delivery. LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wed., the 29th. Aug., 1923, commencing at 10.45 a.m. at No. 51 Godown, the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

138 Bales Indian Tobacco Leaf. Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wed., the 29th. Aug., 1923, commencing at 11 a.m. at No. 18 Godown, the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

A Quantity of Miscellaneous Goods, comprising:—

Iron Bars, Angle Iron Rivets, Old Wire, Bar ends, Steel Plates, Porcelain, Perfumery, etc., etc.

Terms—Cash on delivery. LAMMERT BROS., Auctioneers.

SPECIAL SALE



LADIES' BOOTS & SHOES. Very Low Prices. ROYAL & CO. Footwear Specialists. Tel. 3237. 1, D'Agular Street, Central.

OUR BOOKSHELF.

Some Literature of the Period.

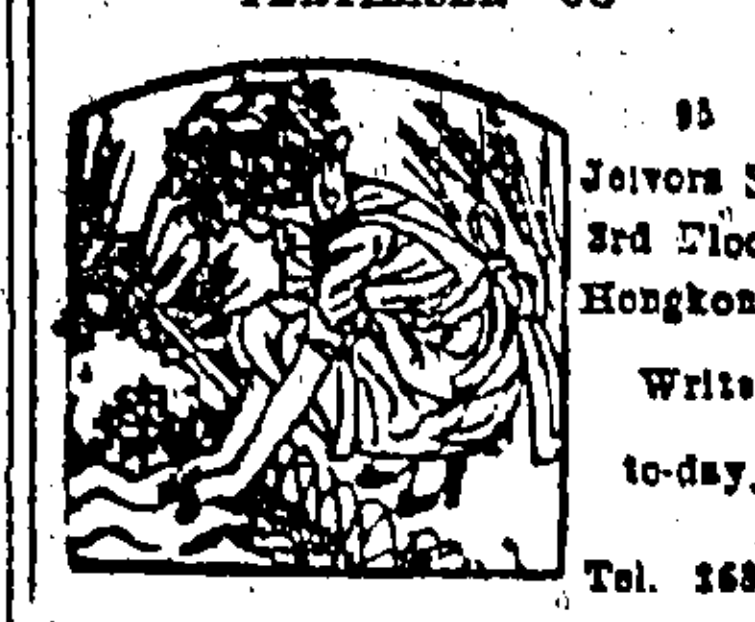
Miss Marjorie Bowen has written a fine modern novel, "Stinging Nettles" (Ward Lock, 7/-). It is a picture of the pitiful life of one brave, gifted woman. So actual does the authoress make the awful endurance of Lucie during the last days of the fiendish degenerate her husband, that it is painful even to read of, and the relief of the end is as real as the relief felt by any sensitive playgoer who feels the tension lifted in a powerful play. As a Home reviewer remarks, anti-feminism appears to be the keynote; but Miss Bowen guards herself from any such label by insisting that her book shall be taken as the story of one woman only. That there are many in roughly the same circumstances (there can hardly be many such indomitable heroines) one cannot but admit. At the same time, fortunately for women, the busy and the sensible petticoat predominates over the terrible Sophie Falconer type, and the abstract knowledge of their preponderance in numbers, with its cruel suggestion of superfluity, is not always in their minds. The mother of Sophie, born for better things, and driven by maternal love for her atrocious daughter, added to "impecuniosity" and a general shiftlessness, is excellently done. The great doctor who comes upon the scene in time to deliver Lucie from a perpetual nightmare, is perhaps more shadowy. We like him the least of all the characters as a convincing study, but he falls into his place in a book which will lose Miss Bowen none of her old public and will win for her a host of new readers.

Another lady writer is to the fore this season. In "Grey Welbers" (Heinemann, 7/6), Miss V. Sackville-West gives us a delicate blend of realism that is not afraid, when necessary, to become brutality, and of romance that shades off at the edges into a sort of fairyland patient of human passions, which would have broken the gossamer webs of fairyland proper. Her lovers have a mystic bond between them to one another, through the night and over the hills; and at the end they melt into the darkness of the Downs, are no more seen, and become legendary. Least this should suggest a vaporous effusion, it must be remembered that "real" life in plenty, hot and lusty and natural as the soil, is as much the keynote of the book as the other element. The last page is extraordinarily artistic. The only fault is the sheer improbability of the language used by the gipsy lover, but we must remember he is a spirit in disguise.

Mr. Stacy Aumonier, in "Odd Fish" (Heinemann, 7/6), gives his public a study of characters. His odd fish are found in many waters from the calm ponds of Mayfair to the rather more troubled waters of Bloomsbury. They are all excellent specimens. Mr. Aumonier is at his best when he does not touch on politics, and when he takes the social position of his "character" for granted. His sketch of the Duke of East Anglia is spoiled by the implicit assumption that Dukes feel about themselves much of what other people, twenty or thirty years ago, felt about Dukes. Nobody really minds a man being a Duke nowadays. It is an accident for which he is in no way responsible. The humour and truth of the book is greatly enhanced by Mr. Belcher's most attractive portraits. The drawing of the constable who guards the British Museum rooms is more than worthy of Mr. Aumonier's charming fancy that did a showcase explode and turn into a bunch of lilies, P.C. 4463K would write in his note-book: "Case No. 661. Assyrian pottery. Exploded and turned into a bunch of lilies. Time noted 11.37."

Herbert Jenkins issues "Forty Years a Soldier" (15/-). It is a fine book of reminiscences by Major-General Sir George Young, husband, who had the luck to take a part in much fighting that came the way of the British officer during the period of his active services. His reminiscences open in 1878, when he was packed off as a young subaltern to serve in the Afghan War. At Kabul he first met Lord Roberts, who reviewed the force and distributed medals for gallantry. The Commander-in-Chief spotted the new officer, right behind eight companies, and sent for him. "The little great man shook me warmly by the hand, and congratulated me on having gained so fine a corps. From that day forth he never forgot me." We have not space to follow him through the tale of all his cam-

A BEAUTIFUL GARDEN AFTER APPLYING THE KING OF FERTILISERS BAT GUANO EASTERN AGRICULTURAL FERTILISER CO.



DO NOT MISS—ROCHA'S POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture.

DA ROCHA'S MART 1 A D'Agular St. Phone 1923

paings and adventures, which cover Egypt, the Indian frontier, Aden, and Mesopotamia. This record, in itself of the utmost interest, is full of footnotes to history. One of them is provided by the chapter in which Sir George recounts his observations of the conquest of the Philippines. He visited both sides, and the Spaniards gave him a medal. Years afterwards—this is another characteristic story—King Edward noticed that it was not among Sir George's miniatures, and told him to put it up. The order was obeyed, but as no miniature existed, Sir George used a small Spanish coin. Towards the end of the book is a frank and manly chapter headed "The Mesopotamian Tragedy," in which will be found a full account of the wonderful deed whereby an Indian soldier won the first V.C. awarded to a man of his race. A final chapter discusses the development of warfare during forty years.

In Brief. It is a pathetic coincidence that a volume of selections from Lord Latimer's poetical works should have appeared within a few days of his death, in "Selected Poems," by Francis Couthe (Lane, 7/6). There are several charming things, pensive, gracefully-written, and sincere, among the poems of Francis Couthe—to give him the name by which he is best known in the world of letters.

Three books on Shakespeare have recently appeared:—"Shakespeare and the Universities and Other Studies in Elizabethan Drama," by Frederick S. Boas, Oxford. (Blackwell, 12s. 6d.); "Shakespeare's Use of Song, with the Text of the Principal Songs," by Richmond Noble (Oxford University Press, 12s. 6d.); "The Authorship of Julius Caesar," by William Wells. (Routledge, 7s. 6d.)

Here is a selection of new novels:—"The Book of a Benedict." By Duncan Swann. (Lane, 7s. 6d.); "The Black Dog." By A. E. Copland. (Cape, 7s. 6d.); "Enchanted Castles." By Agnes and Egerton Castle. (Hutchinson, 7s. 6d.); "The Hopeful Journey." By Beatrice Kean Seymour. (Chapman and Hall, 7s. 6d.); "Life." By Esmé Wingfield-Stratford. (Collins, 7s. 6d.); "Punch and Holy Water." By John Freeman. (Hurst and Blackett, 7s. 6d.); "Why They Married." By Mrs. Belloc Lowndes. (Heinemann, 6s.)

THE CORONET.

"The Mark of Zorro." "The Mark of Zorro," a Douglas Fairbanks picture, is the Coronet's latest attraction. The setting is in California a hundred years ago, when it was a part of Mexico. Douglas appears in the role of a wealthy young Spanish aristocrat. To all appearances he is a useless and indolent youth, the despair of both his father and his sweetheart. But he is really Zorro, the masked rider. Zorro is a wonderful character. He devotes his life to saving the oppressed, and leaves the "Mark of Zorro"—a Z made with his rapier—on the tyrannous Government officials. Finally, after winning over the better-natured nobles to his cause, he reveals his identity in a startling manner. The production is a clever combination of thrills and laughs, and Douglas Fairbanks, in the difficult dual role of waster and hero, is at his best.



The Mountainous Palace in The Midst of The Sahara.

One of The Scenes from The French Great Picture.

"ATLANTIDE"

"THE QUEEN OF ATLANTIS"

— LAST SHOW —

At The WORLD THEATRE To-night

9 p.m. sharp. — Usual Prices.

What is LOTOL?

LOTOL is The New Germicide Disinfectant and Liquid Insect Vermin Destroyer.

Spray LOTOL Freely

Means sudden Death to:-

Mosquitoes, Flies, Bugs, Fleas, Moths, Ants, Cockroaches, Silverfish, and every kind of insect pest.

For use in The Household, Hotels, Hospitals, Theatres, Ships, Public Conveyances, Stables, etc.

LOTOL is harmless to clothes or other fabrics. LOTOL evaporates and leaves no stain. LOTOL will not injure painted, polished or metal surfaces. LOTOL does not leave any stains on walls or wall paper, and completely disappears in about 36 hours, at a temperature of 70 degrees F. LOTOL is non-inflammable but wood and fabrics saturated with it burn more readily. LOTOL does not contain any compounds of Arsenic, Strichnine, Cyanide, or Mercury; and though harmless to Man when used as directed, it is labelled "poisonous" to conform with the Poisons Act.

LOTOL is made in Australia.

THE GENERAL COMMERCIAL CO., LTD.

10, Des Voeux Road, Central.

(Sole Agents for HONGKONG & CHINA.)

PRESCRIPTIONS

When the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

THE PHARMACY

The Red Bag Opposite Lee Ho's St.

PIANOS FOR SALE OR HIRE

Tsang Fook Piano Co.,

Tel. 2127.

94a, Wanchai Road.

PEAK TRAMWAYS CO., LTD.

TIME-TABLE

(From 1st June, 1923.)

Week Days.		Sundays.	
7.00 a.m.	7.18 a.m.	7.00 a.m.	7.10 a.m.
7.30 " to 8.00 " every 15 min		7.30 " to 9.30 " every 15 min	
8.00 " to 8.20 " " 10 min		9.30 " to 11.00 " " 10 min	
8.30 " Non-stop.		11.15 " 12.00 noon " 15 min	
8.37 " Non-stop.		12.00 noon 1.09 p.m. " 10 min	
8.47 " Non-stop.		1.00 p.m. 2.30 " " 15 min	
8.54 " Non-stop.		2.30 " 4.30 " " 10 min	
9.04 " Non-stop.		4.30 " 5.30 " " 15 min	
9.11 " Non-stop.		5.30 " 6.30 " " 10 min	
9.20 " Non-stop.		6.40 " Non-stop.	
9.30 a.m. to 11.00 " every 10 min		6.47 " Non-stop.	
11.30 " to 11.30 p.m. " 15 min		6.57 " Non-stop.	
12.40 " Non-stop.		7.04 " Non-stop.	
12.47 " Non-stop.		7.13 " Non-stop.	
12.57 " Non-stop.		7.20 " Non-stop.	
1.04 " Non-stop.		7.30 " Non-stop.	
1.13 " Non-stop.		7.37 " Non-stop.	
1.20 " Non-stop.		7.47 " Non-stop.	
1.30 p.m. to 4.00 " every 10 min		7.54 " Non-stop.	
4.00 " to 4.30 " " 15 min		8.03 " Non-stop.	
4.30 " to 6.30 " " 19 min		8.10 " Non-stop.	
6.40 " Non-stop.		8.10 " Non-stop.	
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Saturday—Extra Cars:

12.00 Midnight.

Night Cars:

Weekdays and Sundays.

8.50 p.m. 9.00 p.m. 9.20 p.m.

9.30 " to 11.00 p.m. every 30 min

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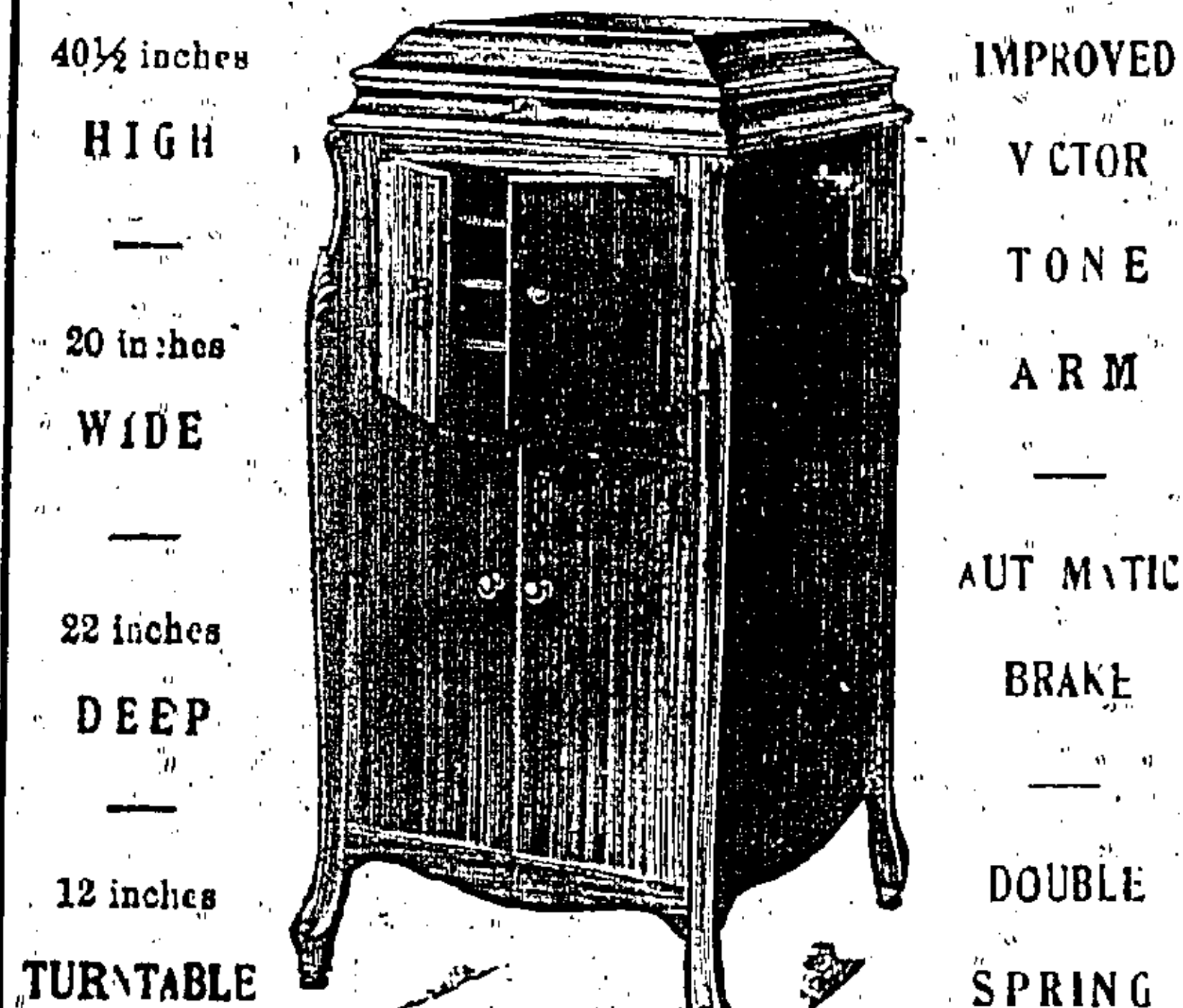
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PREVENT DISEASE !

Disinfect with Watson's

HygienolA powerful disinfectant
germicide and deodorantPrice per pint 70 cts.
gallon \$3.00.**A. S. WATSON & CO., LTD.**

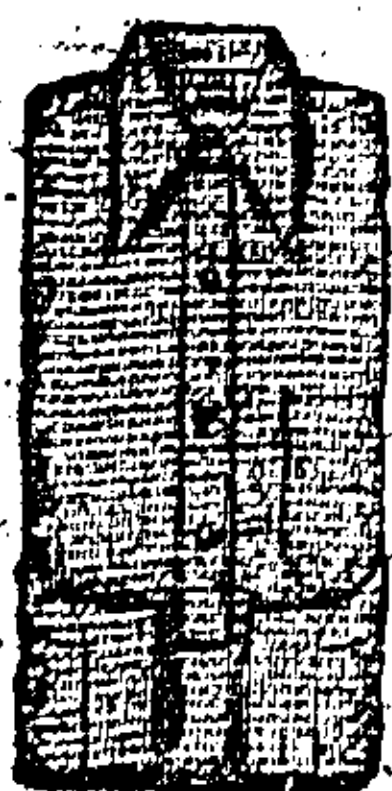
THE HONGKONG DISPENSARY.

**The NEW VICTROLA No. 80****A REAL CABINET VICTROLA****FOR \$220.50**

(\$245.00 Less 10% for cash)

S. MOUTRIE Co. Ltd.**Sole Agents.****PYJAMAS** IN EVERYWEIGHT, FOR SUMMER,
WINTER OR BETWEEN
SEASONS.IN PLAIN COLOURS OR
SMART BLOCK STRIPES,
ALL SIZES.

PRICES FROM—

8.50 to 20.00PLAIN, WHITE DAY
SHIRTS, CUT AND
TAILORED BY EX-
PERTS FIT AND STYLE
ASSURED.**6.00 and 7.50****TENNIS SHIRTS** IN

VARIOUS MAKES.

**4.75, 5.50 and
6.00****STRIPED SHIRTS**WITH OR WITHOUT COLLARS
TO MATCH.**4.50 to 7.50****LANE, CRAWFORD, LTD.**

Just received

**The
New
Remington
Portable
Typewriter**A marvel of compactness
Fits in a case 4" high
Has Standard Keyboard
No shifting for figures.**MUSTARD & CO.**17, Connaught Road, Central,
Tel. C. 1186.**The Telegraph.**

HONGKONG, 25th August, 1923.

THE P.W.D.

If our new Director of Public Works does not already know that he has come to take charge of a Department which is notoriously understaffed, he soon will. During the past few years, there have been phenomenal development and expansion taking place in this Colony. We all know about the building boom, for instance, to say nothing of the extensive schemes for the provision of numerous motor roads and the heavy programmes which are being carried out under the heading of "Public Works Extraordinary." All this has meant an absolutely unprecedented pressure of work for the P.W.D., the staff of which, although it has been increased, is still quite unable to keep pace with the huge volume of work which is still accumulating and to which there seems no end. In the Building Office and Architects' Department, the shortage of men is painfully apparent—limited staffs are being worked almost to death in a vain endeavour to keep pace with the Colony's development. This, we assert, is neither fair to the officers nor to the Colony. More men must be got, whatever the expense may be.

There is another matter with which we hope our new Director will deal. This is the question of the general policy of the Department. In the past, especially the immediate past, that policy has appeared to be to start as many jobs as possible, no matter what the prospects may be of completing them. The result is that the Department is clogged up through countless schemes being in an unfinished state, whilst this fact also accounts for the frequent explanations given in the annual appropriations that circumstances prevented the making of as much progress as was hoped. What is needed, therefore, is concentration rather than diffusion of effort. Something related to this aspect of the question is the very necessary reform of the whole Department. In the last Budget debate, it was urged that the Director's duties should be advisory only, that he should be relieved of much of the detailed work and that the senior assistants should have considerably increased

powers and responsibilities. The acting Governor then said that he thought this would be "a very proper thing to do." We do not know that the reforms have yet been carried out. They certainly should be.

Those are a few—and only a few—of the problems with which the new Director is faced. He comes to us with the very best of reputations as a technical man and also as a very "human" official. He has good and capable men under him, but they want treating properly. Above all, they want relief from overwork. That can only be given by the strengthening of the staff. We look to Mr. Creasy to do something. He has a splendid opportunity. We trust he will study the situation closely, given an ear to the ideas of his subordinates and eventually come to conclusions which will make the Department all that it should be.

After the Typhoon.

It is back to normal, and "business as usual" with Hongkong. To-day being exactly one week after the tragic August 13th, one can take a retrospective glance at the days that have followed, and the efforts that have been made to remove the evidence of our big typhoon. But for a few poignant reminders, like the masts and funnel of the s.s. Loongsang, a new arrival would hardly believe we had been through such a bad time. Indeed, we were exceedingly fortunate in the comparatively slight damage we suffered, and the small loss of life under the circumstances. Yet there are scars that it will take many years to heal. Nature herself will be busy for a long time making up, partly, for the loss of foliage. Besides the thousands of trees that suffered a very drastic pruning of their branches, there are hundreds that were uprooted, and hundreds more which are dying. This last phenomenon is exercising the minds of local botanists. Whole areas on the hillsides are gradually turning brown, with well-grown and apparently undamaged trees simply withering away. It would seem that the terrific swaying and twisting to which they were subjected by the high wind has materially damaged some vital structures of their stems and roots. In a few weeks time our forestry staff will have a good idea of what the typhoon has meant for Hongkong's trees.

"Cleaning Up."

The large numbers of local residents who had the roofs of their houses damaged are still praying for continued dry weather. They have our deep sympathies. With the great deal of work to be done, the serious shortage of material, and the scant labour supply available, it will be some months before these necessary repairs can be effected. In other respects, the work of restoration has progressed rapidly. The "cleaning up" process has been efficient, aided by the thousands of Chinese who everywhere have proved the adage "it is an ill wind, etc." by collecting valuable salvage. The stacks of wood fuel all over the place testify to this industry on the part of our poorer-class population. Then the Tramway Co. deserve a special word of praise for the way in which their service was in full resumption within twenty-four hours of the catastrophe. The Electric Co. and the Telephone Co. have also done wonders already in repairing the extensive damage suffered by overhead wires. With an almost philosophic calm, the Colony is back again at its ordinary avocations. The typhoon has not been even half a nine day's wonder. We may go down before the force of the blow, but we come "up smiling again."

WILD ANIMALS CANNOT CHANGE.
That important addition to our list of domesticated animals, which we made some weeks ago, is unlikely to R. T. Pocock, of the London Zoological Gardens. In many years of observation, he has found that caged wild beasts, which to day-time visions seem so mild and harmless, have a very different appearance at night, when apparently unwatched, and exhibit such savagery that one may well doubt that they can ever be tamed—either for service or as pets.

DAY BY DAY.

WRITE EVERY BUSINESS LETTER AS THOUGH IT WERE A TELEGRAM AND YOU WERE TO PAY FOR SENDING IT.—*Coleman Cox.*

The Portuguese and Chinese baseball teams meet in a match at 4.30 p.m. to-morrow afternoon at Happy Valley.

The Hongkong America baseball team is to meet the Japanese in a League match at 5 p.m. to-day, at Happy Valley.

His Excellency the Governor has appointed Dr. John Anderson, M.A., B.Sc., M.D., D.T.M., to be Honorary Visiting Physician to the government Civil Hospital.

Tenders are being invited for the preparation of site for an open market at Quarry Bay, together with the construction of the market and the approach path and bridge over the nullah.

There has been added to the List of Medical Practitioners the name of Dr. Lim Eng Hae, Government Civil Hospital, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Late reports of the typhoon brought in by survivors state that two fishing junks were sunk at Tongkawan and Ah Chau Island. In the former case, two women were drowned, whilst in the latter thirteen lost their lives.

Peak houses are to be re-numbered as from 1st January next. The *Gazette* gives a full list of the old and new numberings. The new numbers are arranged in blocks according to roads, whilst each separate flat is to be given a number.

"LOONGSANG" FIND.**European Body
Discovered.**

The body of a European, believed to be that of the Second Officer, Mr. Wilson, has been recovered from the sunken steamer Loongsang. On Thursday, a police sergeant in a sampan was carrying out investigations on the scene of wreck when he saw a body floating some three feet beneath the surface. It was then impossible to recover it, but yesterday Inspector Bond and a party of water police went to the scene and succeeded in bringing it to the surface. There was a lifebelt attached to the body, which was held beneath the surface, by the fact that one of the feet was entangled in the awning spreaders, the deceased being probably so caught when he attempted to jump from the sinking vessel.

The body was removed to the Mortuary, but it was impossible yesterday positively to identify it, owing to decomposition.

The body has since been definitely identified as that of Mr. David Rankin Wilson, second officer. Deceased, who was only 26 years of age, had been in the service of the Company about two years. The funeral will pass the Monument this afternoon at half-past five.

MASONIC LODGE CASE

Bangalore.—Mr. T. Austin, J. C. S., Justice of the Peace, has given judgment in a masonic lodge case in which Lieutenant J. Poulter, late of the Supply and Transport Corps, was charged by Lodge "Star of the South" with misappropriation by falsification of the accounts of the Lodge. The specific allegation was that between September 19, 1922, and February last he dishonestly misappropriated over Rs. 550.

His Worship found the accused guilty and sentenced him to three months' simple imprisonment. Poulter, who had pleaded "not guilty," applied for a copy of the judgment with a view to moving the High Court. This was granted.

CRABS IN DISFAVOUR.

Tokyo: Canned crab meat producers and dealers in Japan are frightened and are facing a severe slump in their trade as the result of the illness of the late President Harding. This scare has followed the report that the President's illness was due to eating crab meat on the American transport Henderson while returning from his trip to Alaska.

Bulls and Innors

From the Office Butts.

We desire to deny the rumour that the Peak Tramway Company is arranging a series of lectures on Pelmanism at the Peak Club for the benefit of taipans who forget their tickets so frequently on Monday mornings.

World's News states that the saxophone was invented in 1846. A case of "The sins of the father" at a certain Peak Tram Station.

"Drink Buttermilk and Live to be a Hundred," says a health crank. If we had to drink it all that time we shouldn't want to.

We can understand the Market Gardeners' Union, because onion is strength!

If a monument is raised to Mr. Puseyfoot Johnson it should be in the form of a "bust."

A one-armed beggar once told us that when he took beer it went to his head.

Some of the "first families" have their homes decorated with second mortgages.

Referring to the worldwide publicity given to the typhoon, an American was heard to exclaim:—"Wall, I guess that's put Hongkong on the map." Almost wiped it off, we should say.

There are lots of people on the Peak with loose tiles now.

To adapt an old gag to the circumstances, they are exclaiming:—"Wat Tyler Will Rufus?"

A Canadian doctor says men should wear corsets. This should be of interest to some local lads who occasionally have a bust.

A French writer has described radio as "The devil in a halo." A sample we heard recently sounded like a devil in an epileptic fit.

We should like to see a dentist we recently met, shaved by a barber who recently shaved us, after he (the barber) had had a tooth extracted by the aforesaid dentist.

Although you may think your neighbours awful, it is really a terrible waste of time.

We don't believe that the reason season tickets have to be shown on the Peak Trams now, is because a certain lady is collecting autographs.

To the pure all things may be pure, but to the simple all things are not so simple. What may be awfully simple to one may be simply awful to another—hence the term recently used by a correspondent of ours: "Hell's Bells and Panther Tracks."

These Kowloon people are never satisfied. The other day they grumbled about the lack of water. Now they grouse because some of their homes have had free shower baths installed!

Speaking of Kowloon reminds us of a Peninsular piscatorialian who can't see that he is being cheated of perfectly good prawns in return for what he brings home.

We almost suggested to the lady with the large earrings at Repulse Bay the other day, that if she baited them before diving, she might "kill two birds with one stone."

Girls in Hongkong should not jump at the first proposal that they get this season, but wait until next Spring which will be bound to be a success, as it is Leap Year. (Help!).

The latest craze in Japan is "No" dancing. There are those in Hongkong who think we should follow suit.

We do love those would-be taipans who greet you so cordially when you ask them to have a drink in a club, but ignore you in the street.

The same species usually refer to their taipan as "George" or "Dick" excepting in his presence.

Some of them brag about their long since defunct ancestors, because they can't speak about their living relations.

A bee or not a bee, that's the picnic question.

By the last mail we heard of a Hongkong man who had his pocket picked in London. He must have felt quite at home.

A definition of a dirty Jew—er unclean bow-wow. The individual who too lazy to order a ricksha bottom side, hurries away in one somebody else has ordered to be at a certain Peak Tram Station.

Talking of holidays, the office boy has just taken his vacation.

We certainly like the "shorts" fashion for wet weather, but we fail to see why some should have the bottoms turned up!

Friday is one of the seven days in a week on which diving into shallow water is unlucky.

Household Hint: To keep the pup from chewing up your slippers, put a foot in one and use your leg-power.

A little bird whispered to us that the digging operations now in progress in the garden of the Helena May Institute are connected with a sort of roofing scheme, under which to keep the laundries!

We didn't see that little bird, but we think he must have been a lyre.

"One person in every 14 owns a car in the U.S.A." we are told. It must be remembered, however, that they count Fords in the States.

That reminds us. What did the magnet say when the car-burettor?—Oh Borch!

"Some people are born to greatness." Some other people in Hongkong make themselves small by assuming it.

"Black gloves are still worn," says a woman's fashion paper. People still have funerals, for one thing.

It is rather hard lines on the big New York brokerage house, which failed recently that the *Kobe Herald* should head the news: "Big New York Firm Falls."

A contemporary refers to the best season for avoiding "frogs and blizzards." We wonder when the frogs and lizards are at their worst.

The *D. P.* informs its readers that "police raids were carried out by the police." We are glad to know they were not civilians in disguise.

Lucky our new Director of Public Works didn't arrive a week earlier. If he had, he might have thrown up his job before he started in to work.

We've had a bit of a shake-up, but haven't got the wind up. We can still keep our peckers up and exclaim "Thumbs Up!"

Now that summer is here local sportsmen will probably be glad to learn that hunting rights on the island of Jan. Mayen are to let. The island lies north of Iceland.

When you try to fall back on your friends, you may miss some of them.

Put up your hands all those in favour of attending the summer closing ceremony in Hongkong. Carried unanimously.

The way some folk keep on saving for a rainy day, you'd think they lived in a desert.

Classical dancers say they exhibit their souls, which probably accounts for the rush for the front seats.

Two heads are better than one. That is probably why they keep them so close together on these moonlight drives to Repulse Bay.

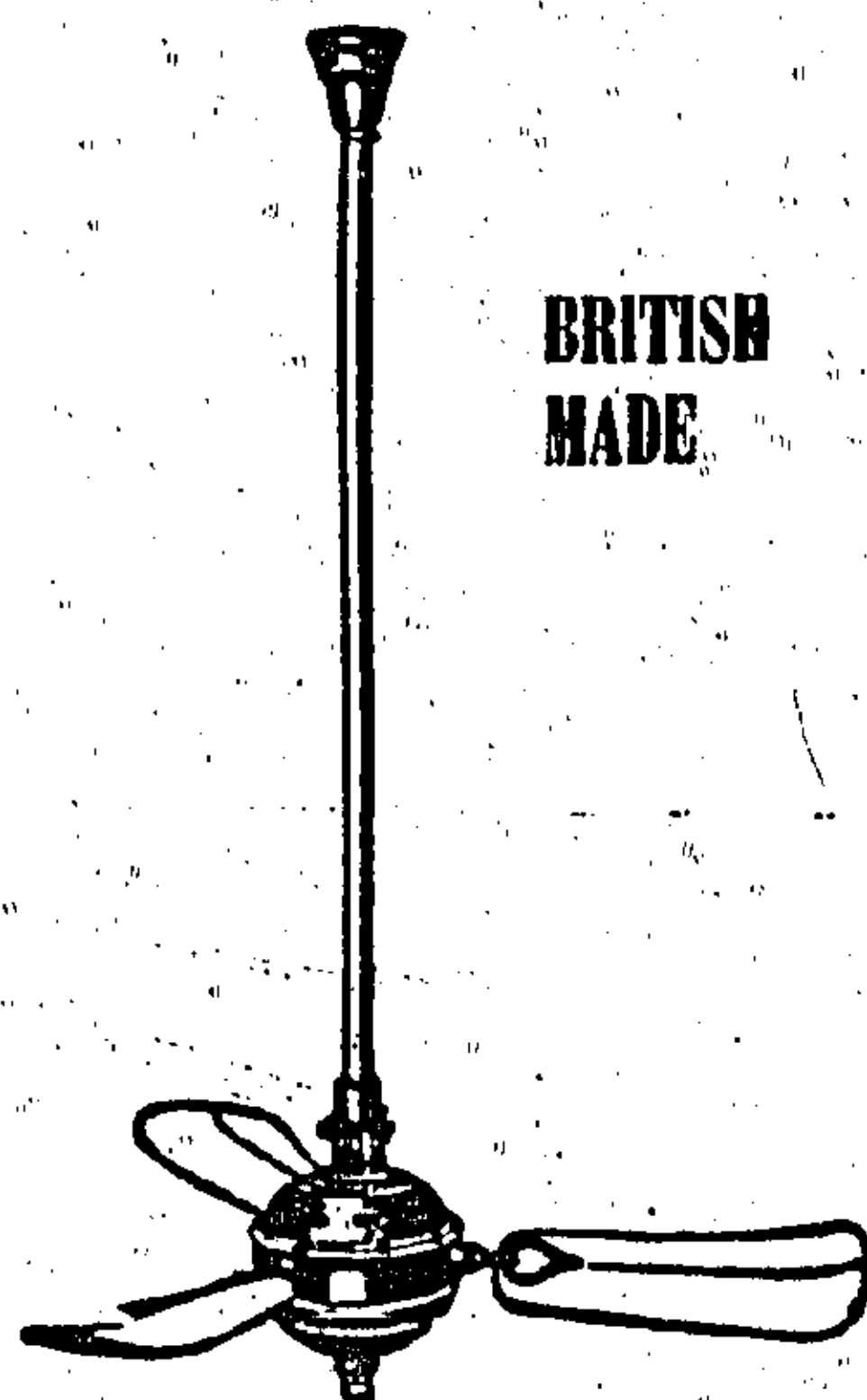
A girl grows up to be a woman, while a woman grows up to be a girl.

Every building contract has a silver lining.

They are more than up-to-date in Manila. The papers there published a telegram dated Friday, August 17th, giving details of last Saturday's typhoon.

"KINGSWAY"

CEILING FANS

BRITISH
MADETHE THREE CURVED BLADES GIVE MAXIMUM
DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE
SILENCE.

COMPETITIVE PRICE.

STOCKS HELD SUITABLE FOR USE IN
HONGKONG & KOWLOON.

THE
GENERAL ELECTRIC CO.

OF CHINA LTD.

QUEENS BUILDINGS.

TELEPHONE CENTRAL 518.

CANADIAN NATIONAL RAILWAYS.

New President's Fine Career.



MONTREAL, Que.—Sir Henry Worth Thornton, K. B. E., the new president of the Canadian National Railways, was born in Logansport, Ind., in 1871.

With a fame for efficiency and ability made in a long connection with the Pennsylvania lines in the United States, he was called to England in 1914 to become general manager of the Great Eastern Railway that handles the largest passenger traffic in the world. When the war broke out, he became a member of the executive committee of general managers that, under government direction, controlled all the railways in England.

He became deputy director of inland waterways transportation with the rank of colonel in 1918, brigadier general later and inspector general of transportation with the rank of major general in 1918 in which capacity he had charge of all army transportation on the continent. He was gazetted a Knight Commander of the Order of the British Empire in 1919 and made a commander of the Legion of Honor and an officer of the Order of Leo-



SIR HENRY THORNTON, K. B. E.

He also had conferred on him the American Distinguished Service Medal.

As head of one of the world's greatest railways systems, Sir Henry Thornton is cast in the role of an empire builder. The rich prairies of the Canadian West where land is still cheap are cutting to the home seekers of the world and it is one of Sir Henry's great purposes to develop this vast region by increasing settle-

RADIO NOTES.

New Method of Reproduction.
Dr. A. Neuburger, of Berlin, writing in *Popular Wireless Weekly* says:—

There are two methods of long-distance reproduction of music, etc., known up to the present; one method is based on the use of the common telephone, the other executed with the aid of wireless telephony. In both cases the telephone receiver is used, if the concert is destined for a greater audience, the loud speaker is applied. But in the telephone receiver, as well as in the loud speaker, the transformation of the electric impulses into sound-waves is performed by the aid of metal diaphragm.

Until recently we could not avoid the use of this metallic plate and therefore all reproductions of the human voice, as well as of musical instruments, could not be fully satisfactory. There was always a metallic sound in the delivery, and several vowels as well as several notes of the music were never perfectly clear. Even very thin plates of metal do not accommodate themselves completely to the rhythmic impulses of the voice, and the magnetism excited in them is too lasting. There is always a certain amount of hysteresis.

Absence of Distortion.
Lately a concert of a perfectly new kind was given in the great hall of the State conservatory of music at Berlin. This great hall was quite full. The hall has a length of over 50 yards,

and holds 3,000 persons. Beneath the great organ there were five chairs and on each there was placed a disk. The artists were far away in another room. Firstly, all instruments were played. Then came duets and trios. Singing was performed by the well-known singer, Lulu Myz-Gmeiner. Then orchestral music, recitations of poems, etc., followed.

In all these cases the reproduction of the instruments as well as of the voice was an extremely and astonishingly clear one. It made no difference if the sounds were high or deep, if they were forte or piano. Every sound was understood in the farthest corner of the great hall, and there were no disturbances caused by the metallic vibration that is invariably associated with the diaphragms of loud speakers.

The inventors of this new loud speaker are Messrs. Macoll, Dr. Engl, and Vogt, who have worked for several months in order to transform their recently invented apparatus, used for the speaking film, so that it can serve for giving long-distance concerts. The apparatus consists of three parts, and is therefore called the "Tri-Ergon-Apparatus," at the same time being an allusion to the three inventors working together with the energy of three inventive brains.

These three parts are a receiver for sounds, called the "Kathodophone," an amplifier of special construction, and a new kind of telephone for reproduction, the so-called "Statophone."

(Continued on next column.)

BASEBALL.

More Queries Answered.

QUESTIONS.

One—Runner is tagged with the back of the gloved hand, the ball being held in that hand by the fielder as he made the touch. Is it necessary that the runner be touched with the naked ball?

Two—Bases filled and three and two on the batter with two out. Next pitch is a ball, sending batsman to first and advancing all runners coming up from third overruns bag and is caught on snap throw from pitcher. Runner coming home from third has not yet crossed plate. Does run count?

Three—Is there any limit as to the number of runners in a run-up?

Four—Who has the right-of-way on batted ball, fielder or runner?

Five—With two strikes on batter, one out and runner on third, batsman misses third strike, which strikes his person. Runner on third scores, batsman reaches first base. What about it?

ANSWERS.

One—Runner is out. It is not necessary that runner be tagged with the naked ball. It must be held, however, in the hand making the touch.

Two—Run counts, even though third out was made before runner coming in from third crossed the plate. With bases filled, the base on balls entitled runner on third to score. It is impossible to deprive him of that right.

Three—There is no limit as to the number of players of the team in the field who may take part in a run-up.

Four—The fielder always has the right-of-way on a batted ball. The runner must avoid him or suffer the penalty of being called out for interference.

Five—Batsman is out if third strike touches his person. In this case runner on third returns to that base as play is suspended when ball strikes batsman.

Quite Suitable for Wireless.

In the kathodophone, as well as in the statophone, the use of metallic diaphragms for taking up the sound-waves as well as for reproducing the voice is avoided as far as possible.

The kathodophone consists of a horn which receives the voice or the music. The sound-waves are transformed into electricity without a microphone. The kathodophone contains a small rod of magnesia of the same kind as are used in Neon lamps. This rod is made hot by an electric current and ionizes the air surrounding it.

The sound-waves vary the degree of ionisation, which variations are transferred to an electric current flowing through the apparatus. By this method the electric current shows all variations of the musical sounds of the human voice in the form of variations of its power. For the transmission of the current to the music hall a wire-line is employed but the transmission can also be performed by wireless.

Before going into the statophone the current is magnified by an amplifier of special construction.

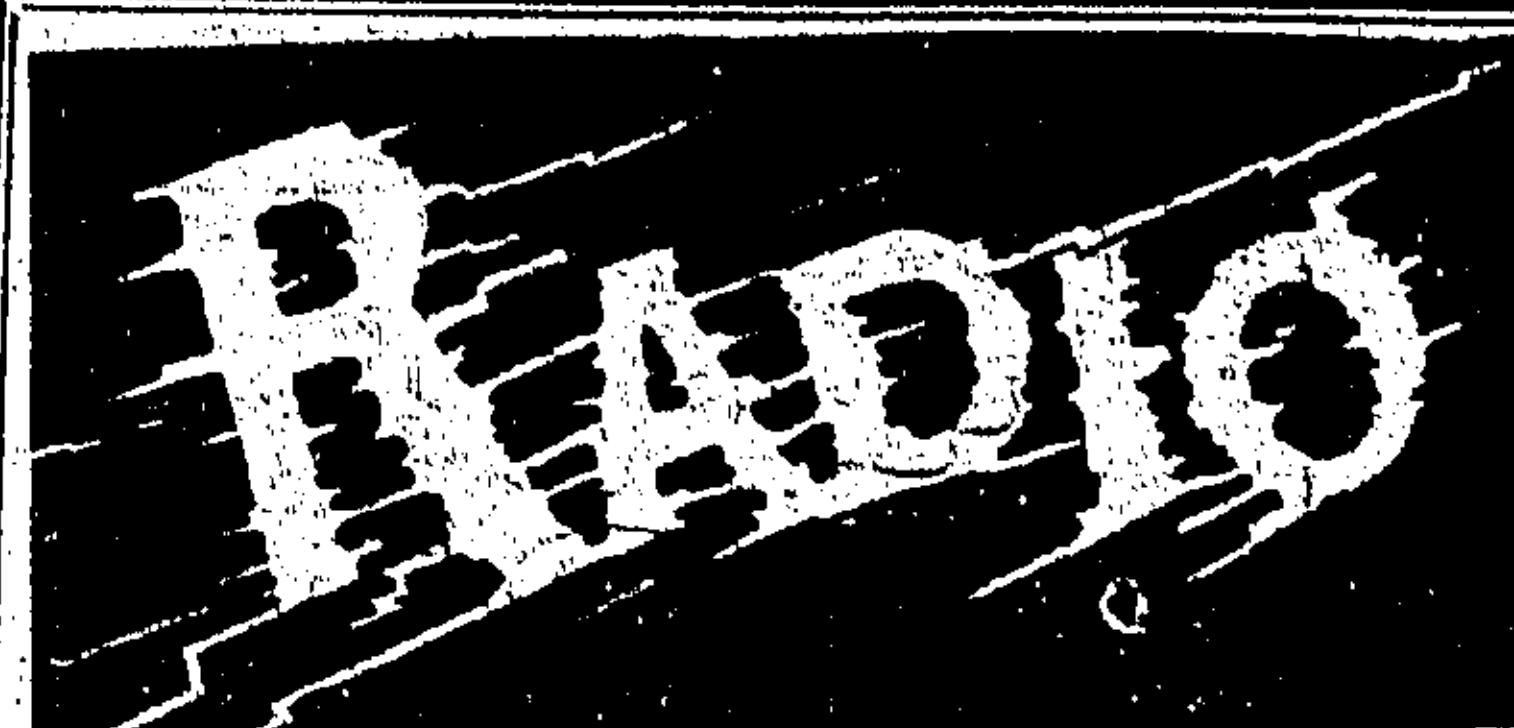
The statophone, which serves as reproducing apparatus, is based on an old principle, that of the "electrostatic telephone." This statophone, which at the concert was placed on the chairs in the form of five disks of different dimensions, consists of metal and mica, and has a diameter of about 30-40 centimetres.

The metal has nothing to do with the effect. It is only used as a kind of frame.

The instrument contains two main parts, one loaded with positive, the other one with negative static electricity. By the variations of the arriving current the electrostatic loadings of the mica parts are influenced, and these parts begin to swing or vibrate. As the mica works at the frequencies used without any hysteresis loss, the tone is a very clear and good one.

Efficiency of Projection.

A power of only 3 watts (the power produced by a small pocket lamp battery) is sufficient to fill a room as large as the music hall of the Berlin Conservatory, one of the largest halls in Berlin, so that the performers can be heard everywhere in the building with the greatest clearness and distinctness. As the amplifier, though of special construction, is based on the principles of the amplifiers used in wireless telephony, the transmission also can be performed by wireless.



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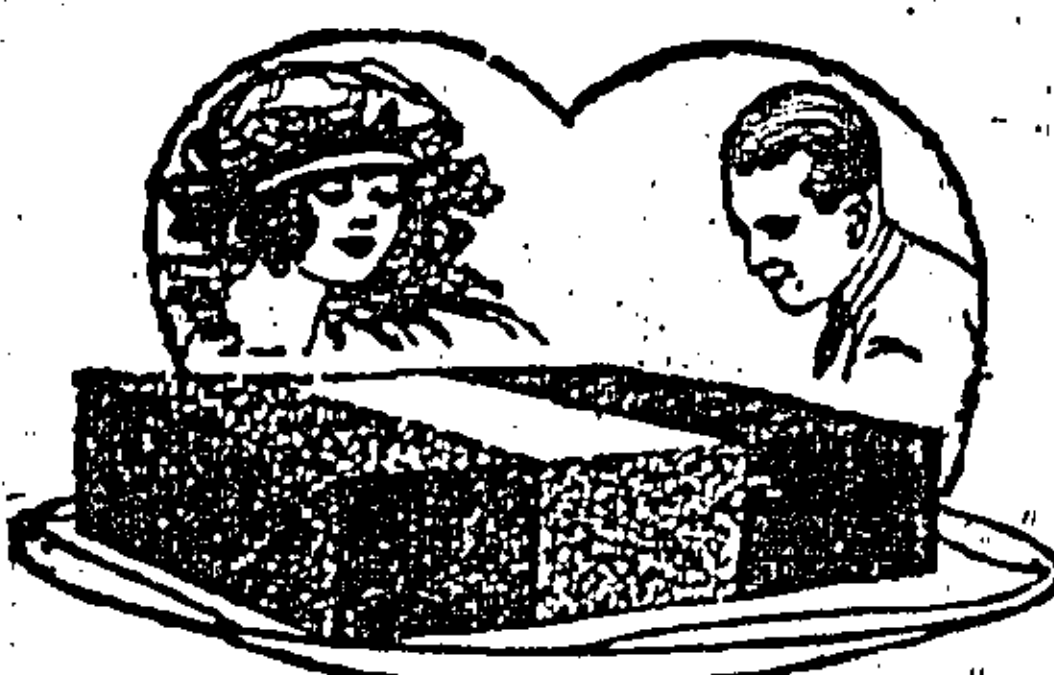
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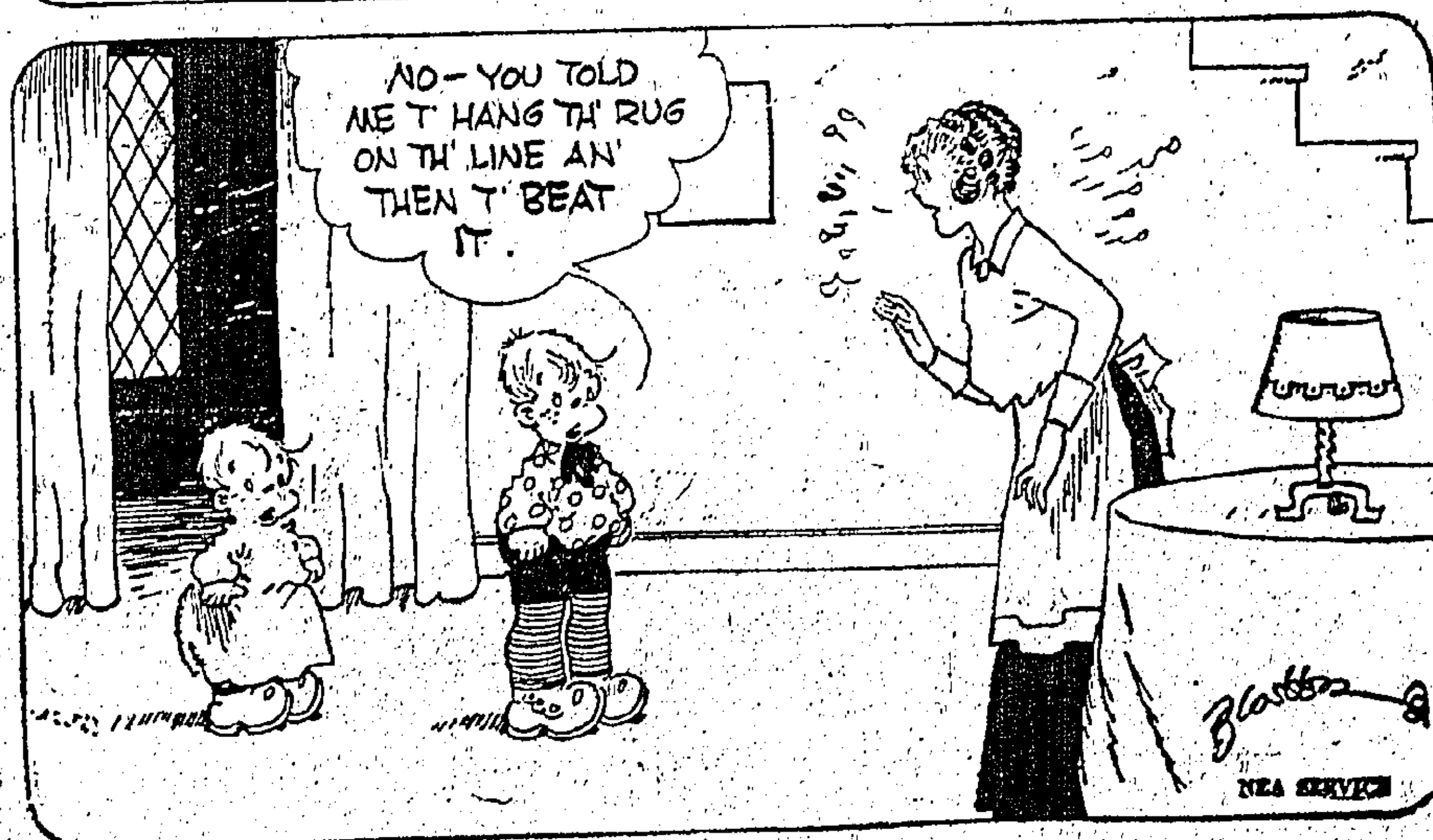
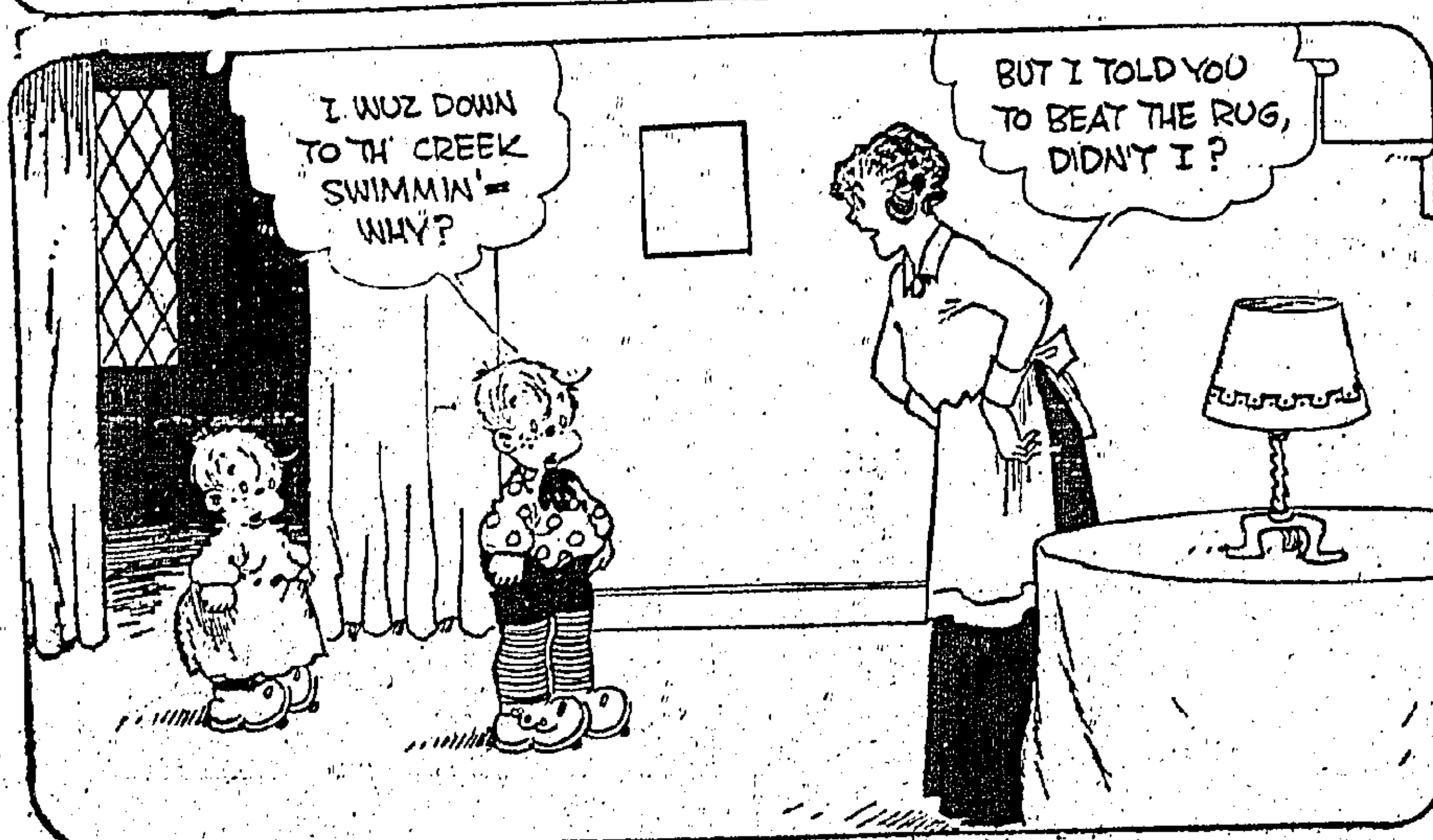
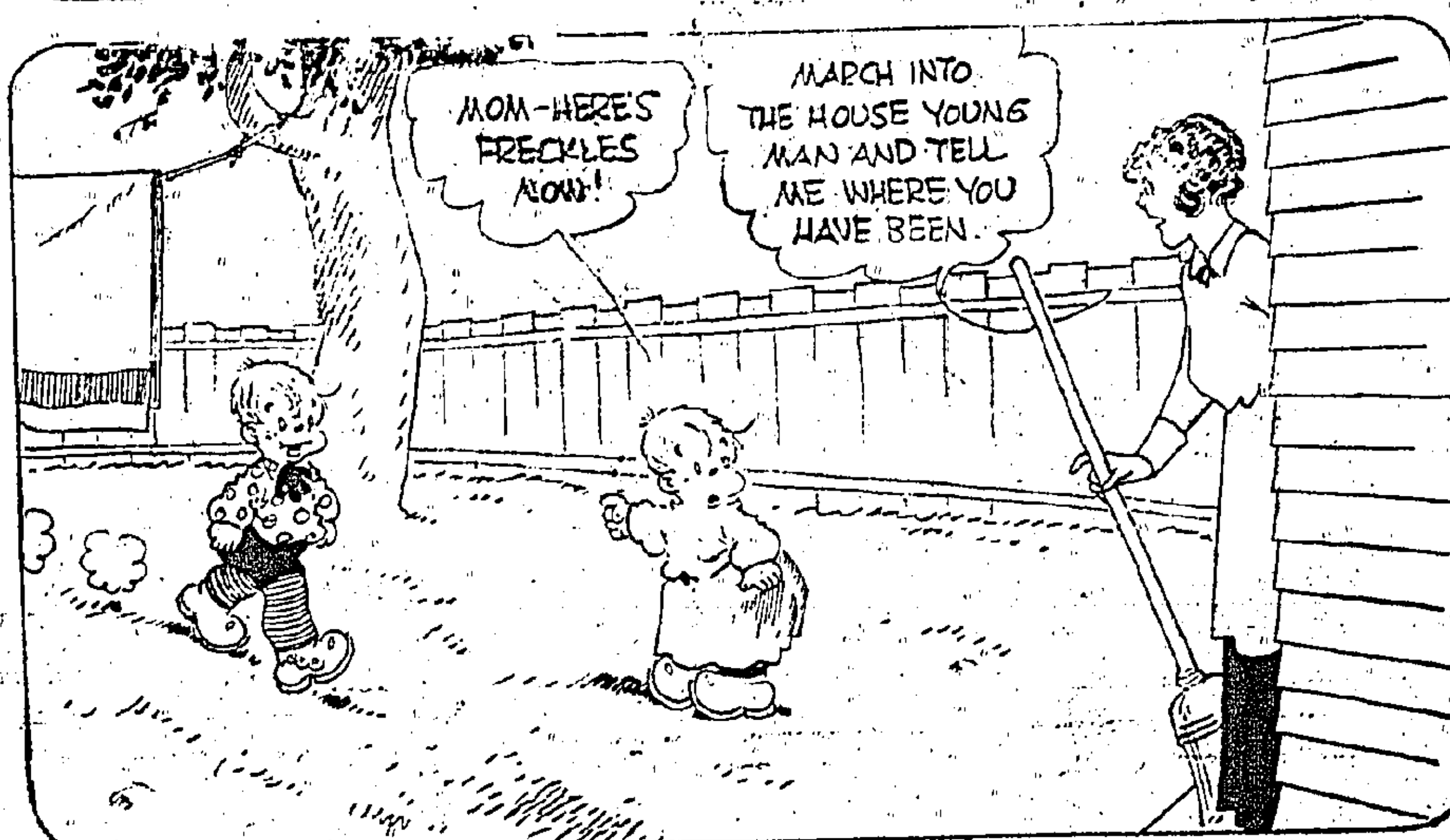
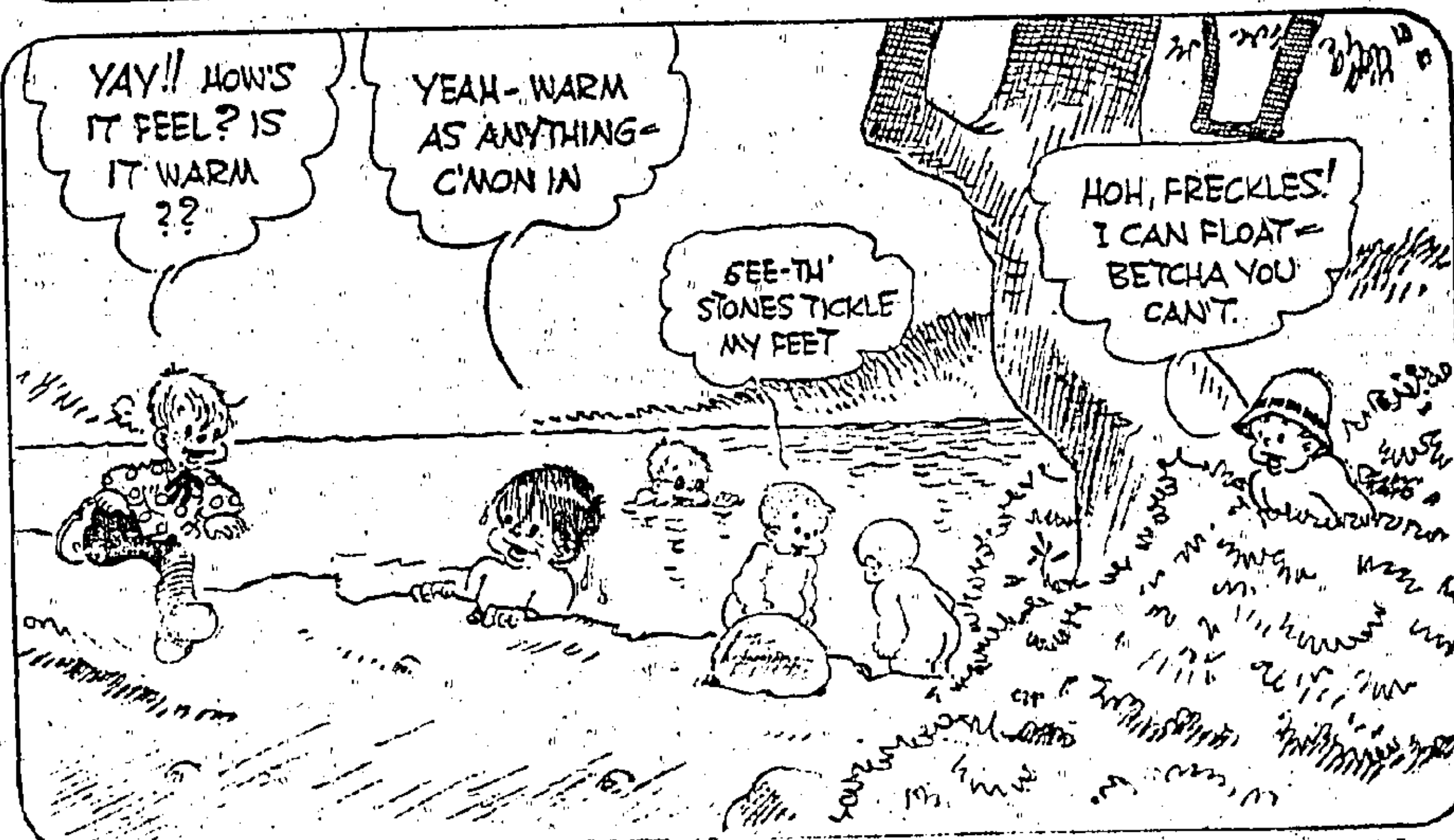
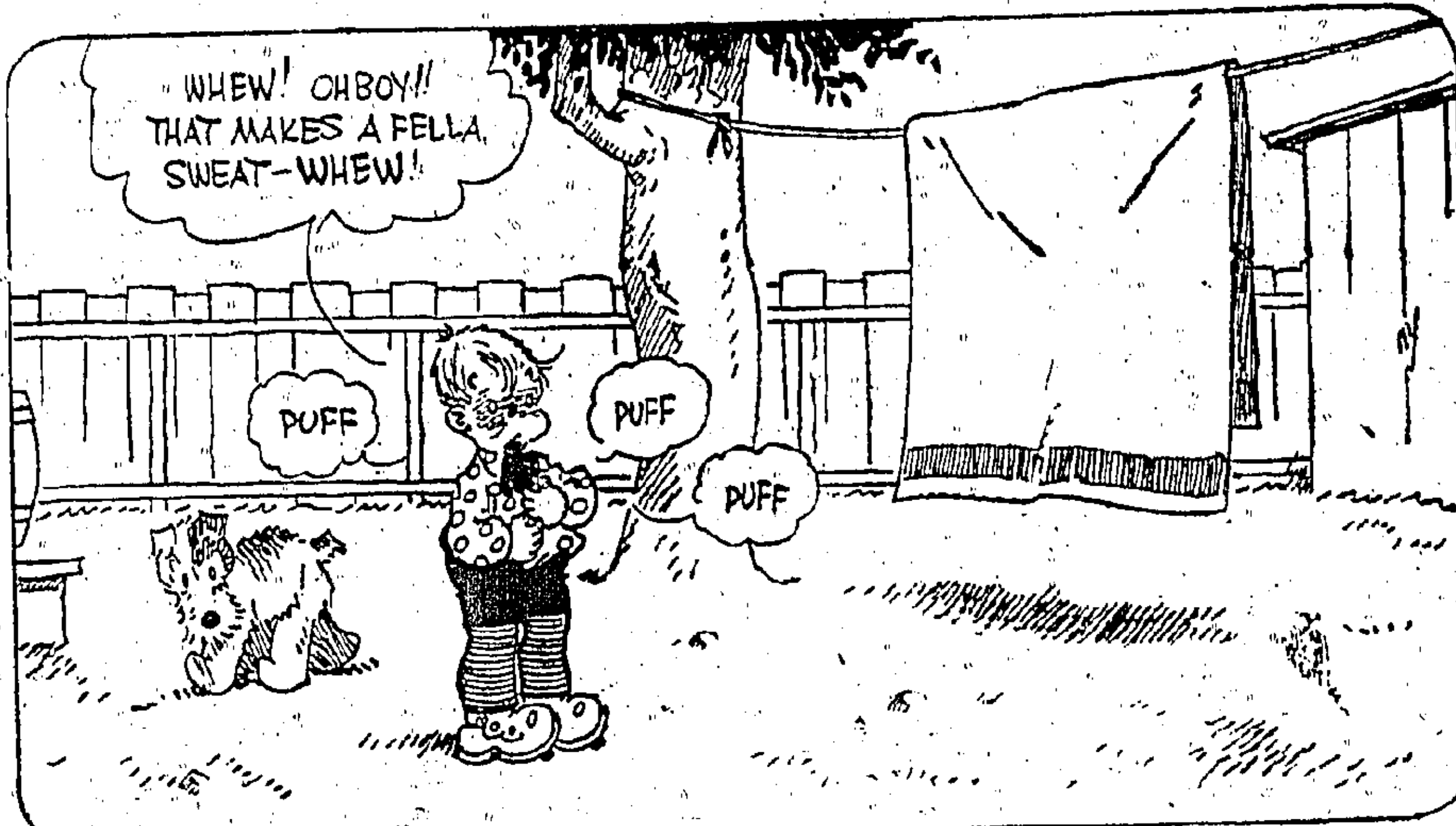
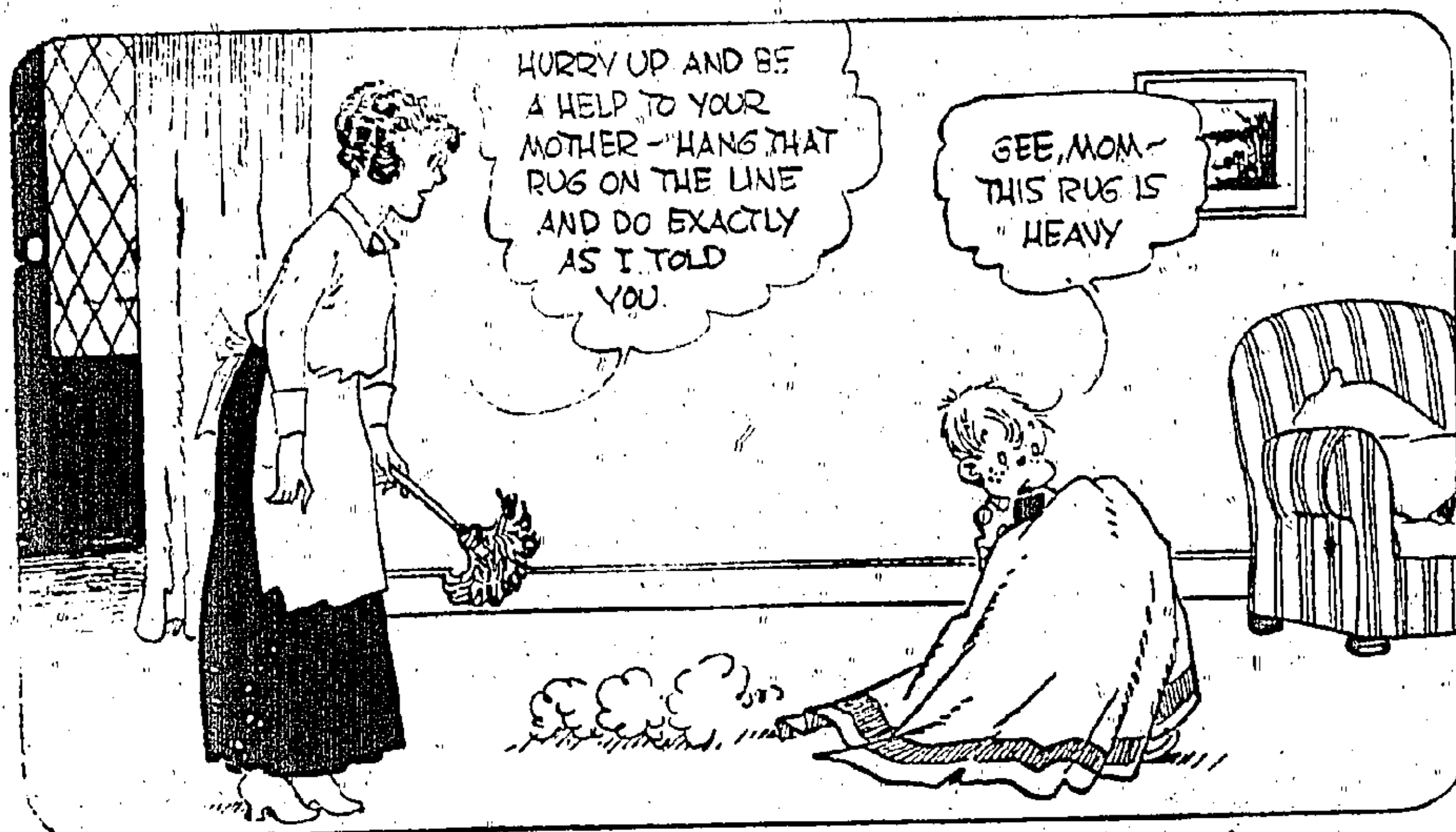
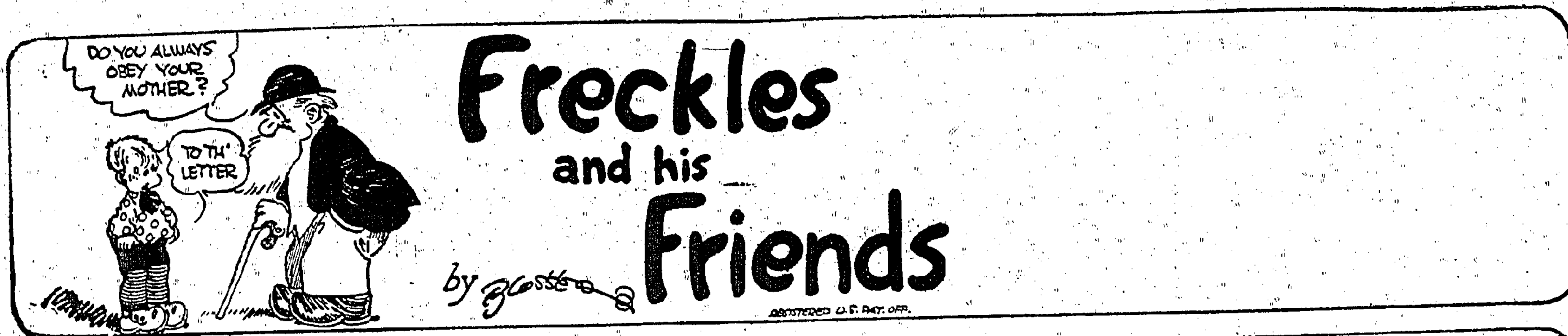
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PESTS—No. 193

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laws of equilibrium, using some of your particularly prized
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WEDDING WINE.

Claim by Local Firm.

Wines and spirits supplied for an Army Captain's wedding, in 1920, at which Dr. Johnson, the Principal Civil Medical Officer, was best man, were the subject of an action heard by the Puisne Judge (Mr. Justice Comptz) yesterday afternoon. The plaintiffs were Messrs. Donnelly and Whyte, of Queen's Buildings, merchants, and the defendant Mr. L. E. S. Hodge, late managing director of Hastings, Hodge and Co., and now of the Colonial Commercial Company. The claim was for the sum of \$253.55, being amount due for goods sold and delivered.

Mr. F. G. Vaux (of Messrs. Wilkinson and Grist) appeared for the plaintiffs and Mr. G. N. Tinson (of Messrs. Johnston, Stokes and Master) for defendant.

Mr. Vaux, in outlining the plaintiff's case, explained that the goods were ordered by Mr. Hodge in connection with the wedding of a certain Capt. Campbell in the year 1920. The defendant, who was then in the firm of Hastings, Hodge and Co., was a friend of Capt. Campbell and took upon himself the arrangements for the supply of wines and liquors for the wedding. Mr. Hodge was unable from his own firm to supply what was required, and he approached Mr. Whyte, of the plaintiff firm, and requested him to undertake it. He mentioned that he was a friend of Capt. Campbell's and that he was entirely responsible for the wines and spirits. It was arranged that the goods should be sent to his address at Kingsclere, and part of them to another address for the benefit of certain guests who were unable to attend. Mr. Hodge asked Mr. Whyte not to charge too much and that the transaction be on the sale and delivery system, which meant that an allowance would be made for any spirits not consumed, and returned.

In due course the wedding took place and the plaintiff firm received a bill, which would be produced, for the liquor. The liquor was sent to Kingsclere, with an invoice. A certain amount was returned and allowance had been made in the plaintiff's books for this. Long after the wedding was over, enquiries were made as to payment. The defendant himself, on being approached, promised to pay, but did not do so.

The Best Man.

Later Messrs. Donnelly and Whyte wrote to Dr. Johnson, who was the best man at the wedding, and a reply was received that the money had been paid to the defendant.

The Puisne Judge: I cannot see what the best man had to do with it.

Mr. Vaux: Nothing, my Lord, except that his letters came into the case. When the defendant refused to pay, the plaintiff firm enquired from Dr. Johnson, who was best man, about the matter.

The Puisne Judge: Do you mean the P.C.M.O.?

Mr. Vaux: Yes, and he replied to the plaintiff firm informing them that the defendant had already received the money.

Mr. Tinson: He replied to say that the money was sent to the firm, which is the whole point at issue. It is a question as to whether the defendant is personally liable or the firm of Hastings, Hodge and Co.

Mr. Vaux: That is quite right. This letter of Dr. Johnson was sent as the result of enquiries made, and about this time defendant himself admitted the debts and said he would pay. Following that, letters were sent to the defendant asking for payment by the plaintiff firm and also Messrs. Wilkinson and Grist, but no replies were received to any of them. The plaintiff firm finally took action on the 2nd February, 1923. I understand that the defence is that this is entirely a matter for the firm, which has since gone into liquidation.

The Puisne Judge: Is it a limited company or a partnership?

Mr. Tinson: A limited company. The petition for winding up was dated 3rd August, 1920.

Mr. Vaux added that when the firm went into liquidation no proof was made by Messrs. Donnelly and Whyte against the Company. He intended producing the letters to which he had referred and also the account books of the plaintiff firm in support of the case.

Plaintiff's Evidence.

Mr. Lionel M. Whyte, a partner in the plaintiff firm, gave evidence in support of his solicitor's statement. He said the amount due from the defendant was \$253.55, the balance of the total value of goods less returns. Mr. Hodge approached him and advised him that his friend, Capt. Campbell, was about to be married and would 'Donnelly and Whyte supply the wines and spirits required on that occasion. Witness promised to do so. Mr. Hodge said, "As you know, Capt. Campbell is an officer in the Army. He will not be able to pay very much, so I hope you will try and make the account as low as possible." Witness promised to do his best, whereupon Mr. Hodge said he would send along a list of the wines and spirits required. Later the liquors were sent to Kingsclere, where the defendant resided and where the wedding reception was held. After the wedding, certain goods were returned and given credit for. When, after a lapse of time, the account remained unsettled, witness saw Mr. Hodge, who said that he was hard up and would pay by and by. "I have had a lot of trouble lately," Mr. Hodge added.

As the account remained unsettled, witness enquired of brother officers of Capt. Campbell about it. He told them that he understood Capt. Campbell had left the Colony and had not apparently paid for the wines and spirits which were supplied to Mr. Hodge for the wedding. He was informed that Mr. Hodge had been paid by Dr. Johnson, the P. C. M. O. The firm then wrote to Dr. Johnson, who replied that the money was paid. Mr. Hodge was then approached, but no reply was received to the letter. Witness' firm had had dealings with Hastings, Hodge and Company, but had never sold to them goods on sale and return.

The Firm Not Concerned.

In cross-examination Mr. Whyte denied that Hastings, Hodge and Company entered into the deal in any way whatever, or that Hodge had promised to pay the account on behalf of his firm as soon as he was in funds. At the time Hastings, Hodge and Co. went into liquidation they owed nothing to Donnelly and Whyte. Mr. Tinson: Were you aware that at the time Hastings, Hodge and Company went into liquidation they could not pay a farthing in the pound?

Witness: I did not know.

Mr. Tinson, then opened the defence which, he said, was purely one of agency. The defence solely rested on the fact that Mr. Hodge ordered these goods as managing director of Hastings, Hodge and Co., of which fact both Mr. Donnelly and Mr. Whyte were well aware, and that therefore the account was one which was due by that firm, or its liquidators, and not by Mr. Hodge personally. With regard to the alleged admission of the debt, Mr. Hodge would say in evidence that he did pay sundry small accounts of Hastings, Hodge and Co. out of his own pocket after the liquidation, and did offer to pay the one in question if the plaintiffs would send another account and recognise Hastings, Hodge and Co. as the firm from which it was due. As to the letter written by Dr. Johnson, Mr. Tinson said that this showed that Capt. Campbell and Dr. Johnson regarded Hastings, Hodge and Co., as their principals, because they paid the account to them. Dr. Johnson paid the money with his own cheque to Hastings, Hodge and Co., but that could not affect the defendant's position as regards Mr. Whyte.

Defendant's Case.

The defendant, in the witness box, said that at the time the debt was incurred he was managing director of Hastings, Hodge and Co., and one of the branches of the business was an agency for certain beers and spirits. One of the directors who worked in the office with him was a Mr. Ahwee. At the time the goods were ordered in May, 1920, the firm was financially sound so far as he could judge, but towards the end of the same month they met with reverses, over rice and sugar and on the 3rd August, a petition was presented for winding up.

The defendant explained that Campbell asked him if he could supply the wines and spirits for his wedding. He told the Captain that he had not got them in stock, but would obtain them, and he got them from Messrs. Donnelly and Whyte. Witness said he had always denied personal responsibility for the debt and produced the firm's books in support of his case.

TWENTY-TWO YEARS AGO.

A Glance at Our Files.

(Aug. 17—Aug. 23, 1901.)

THE "WALNUTS."

We should be exceedingly obliged if the young idiots who live in the flat opposite our office, and fly a flag with the mystic word "walnuts" inscribed thereon, would keep their billiard chalk and other unconsidered trifles that children have no business to possess to themselves. We have time to prosecute them for public nuisance and our office coolie is getting tired of clearing up after them. Perhaps if this catches the eye of their amah she will spank them as they deserve. It is dangerous to leave things through windows, and little boys who indulge in these sports usually come to bad ends.

THE BEACHCOMBERS.

The beachcombers have struck a fresh patch. A number of them have taken possession of an empty house in Kowloon and started housekeeping on a socialistic basis. The first thing provided was firing (a kind providence provided this) still it is unaccountable the way in which the wainscoting and partitions are disappearing. They say "white ants." There is a doubt about it. In the morning the various members of the newly organised Hobos Club are deputed to furnish the necessary foodstuffs wanted for the day. For instance, Jones must get bread, Smith meat and so on. The remainder have a roving commission. The committee place no restrictions in the way in which these provisions are to be obtained, they simply instruct the foragers to bear in mind that all embracing axiom "Get them." Again, if a zealous member exceeds his instructions, no questions are asked, and the ham brought back by, say Jones, when he was sent to get a box of matches, is digested just as well as if he brought a receipted bill with it. There is only one stern rule religiously adhered to, and it is posted up on the inside of the door for obvious reasons, but is carefully pointed out to all joining members, and that is "Abandon work all ye who enter here."

MIGHT APPLY TO-DAY.

The rain still seems to be hanging about as if it keeps on much longer it looks as if we shall have the greater part of Hongkong falling about our ears. We have had an Insanitary Properties Commission, a Food Supply Commission, and various other Commissions; we have applied for a Sanitation Commission and now we shall want a Jerry Building Commission. Would it not be cheaper and better to remove the whole city to Lantau and start fresh?

A SEA SERPENT.

We hear that the sea serpent has been seen near Macao. While the Customs cruiser Kumsin was off one of the small islands to the south of Macao on Sunday last the sea serpent was sighted some little distance away. It was a first taken for a large coil of rope and a boat was put out in charge of Mr. Custer; as the craft approached the reptile rose in the water to a height of about fifteen feet and attacked the boat, hitting one of the oars. The crew were so taken a back that they never thought of firing on the beast, which made off. The length of the monster is estimated at fifty feet and it had what appeared to be a kind of horn or series of horns on its head in the form of a coronet. The reptile was seen by several people from the Customs cruiser, who are all convinced that it was a veritable sea serpent, whatever the sceptical may say.

bility for the debt and produced the firm's books in support of his case.

After the solicitors for both parties had addressed the Court, His Lordship gave judgment for the plaintiff.

An application made by Mr. Tinson that the execution of the judgment be postponed for seven days, was granted.

THE VICTROLA.

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(Continued)

3.—*Albuminuria*.—Especially albuminuria indicating renal irritation; albuminuria due to gravel; slight mechanical and residual albuminuria. Functional albuminuria, Chronic albuminuous nephritis.

4.—*Inflammatory affections of the urinary system*: pyelitis, pyelonephritis, subacute or chronic cystitis.

5.—*Biliary lithiasis* with or without hepatic colic; hepatic colic due to gall stones; hepatic colic caused by increased consistency of bile, catarrh of the biliary ducts; gouty hepatic colic, habitual constipation allied with biliary insufficiency.

6.—*Gastric disorders*.—Dyspepsia of gouty subjects; secretory dyspepsia, atonic dyspepsia.

7.—*Intestinal disorders*.—Constipation due to insufficiency of the biliary secretion, or of a diarrhoeic or atonic order.

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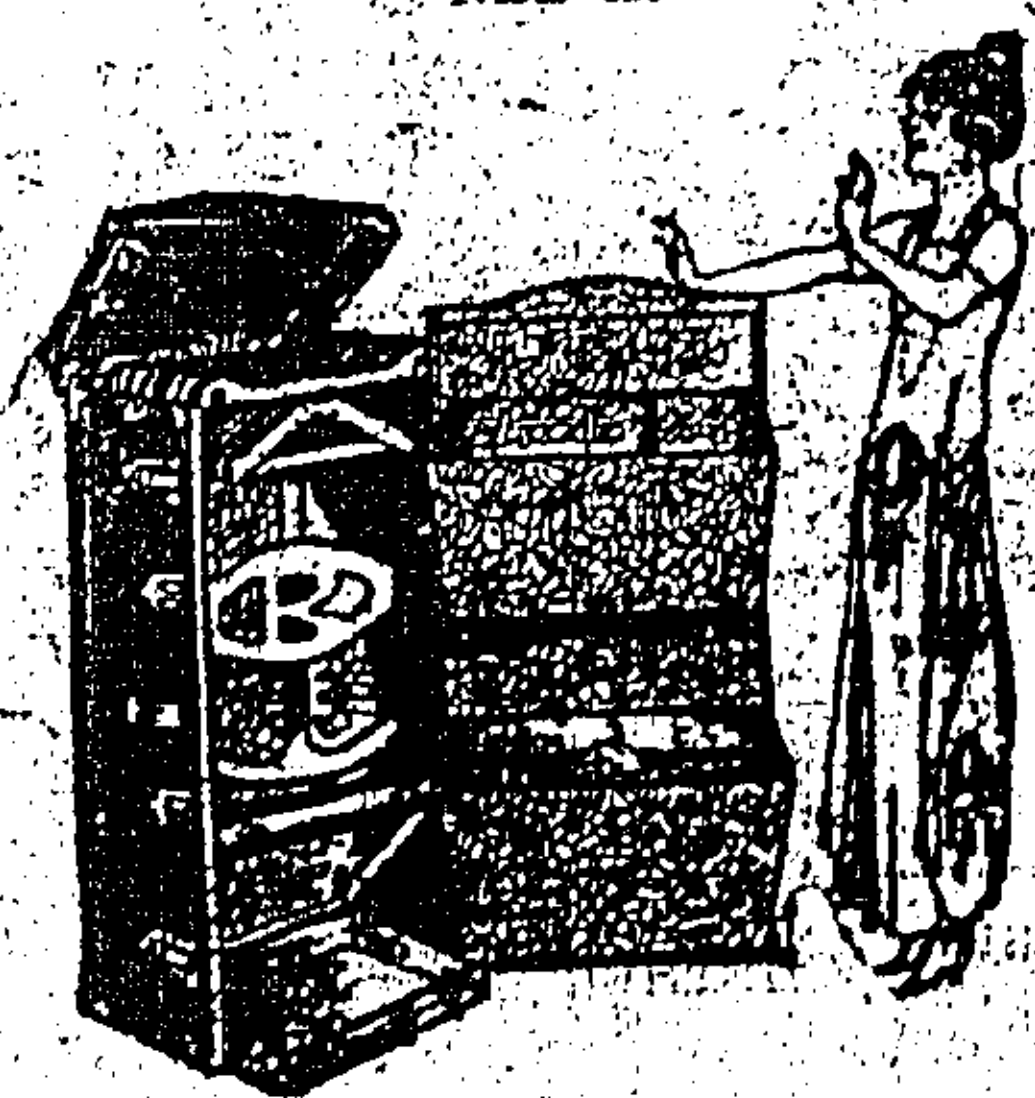
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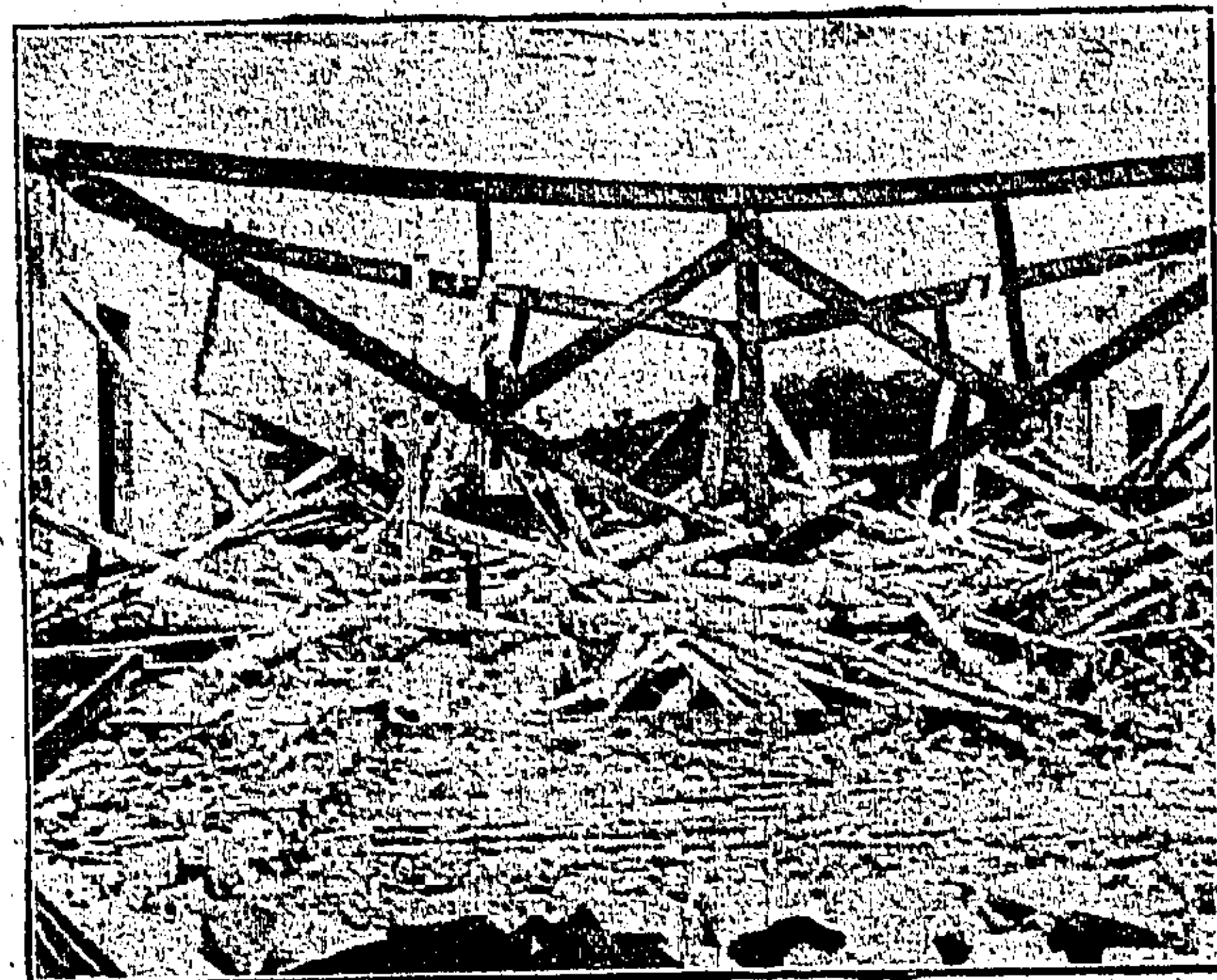
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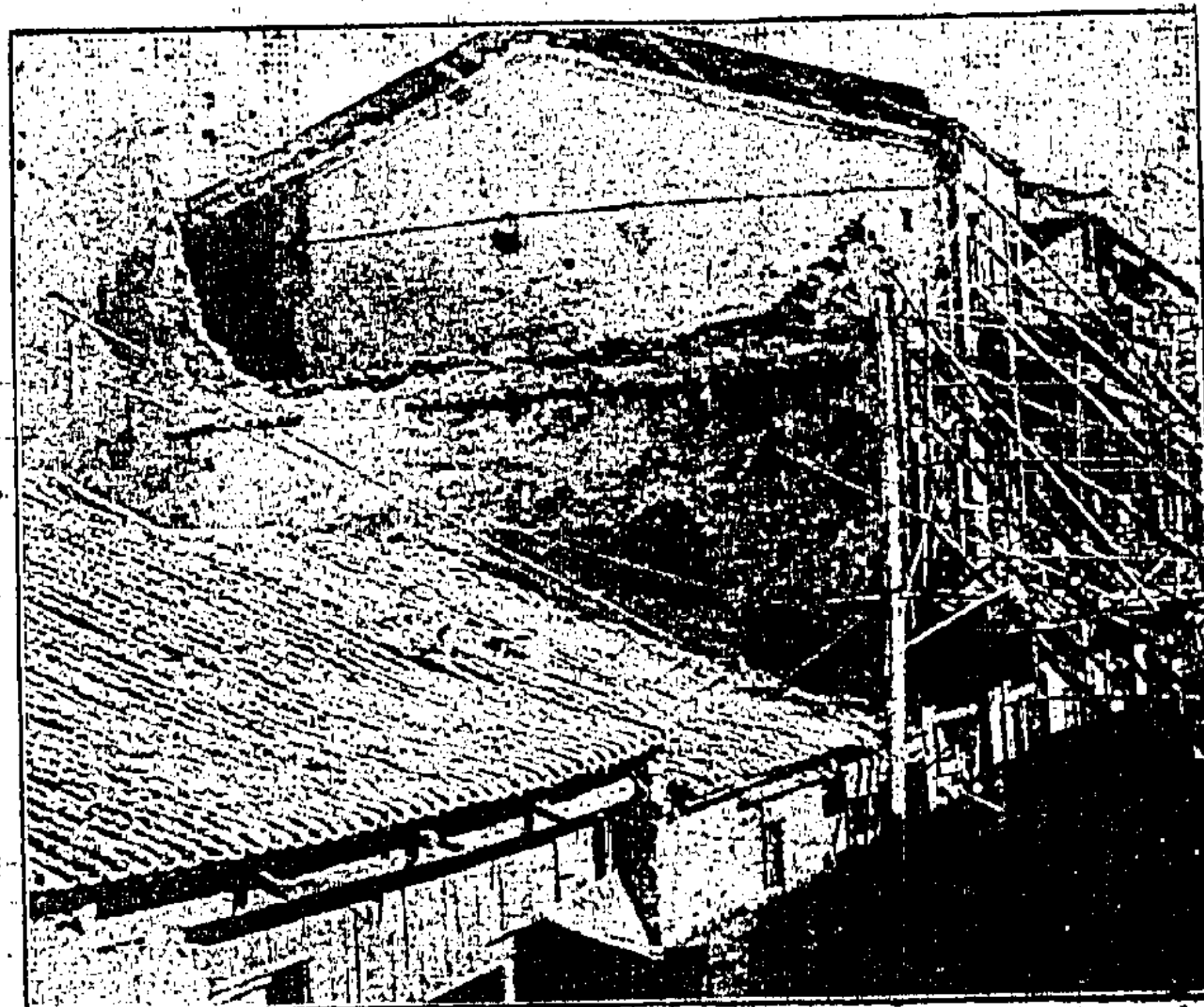
TYPHOON DAMAGE ASHORE.



Damage to Jockey Club premises. (Photo: Ming Yuen).



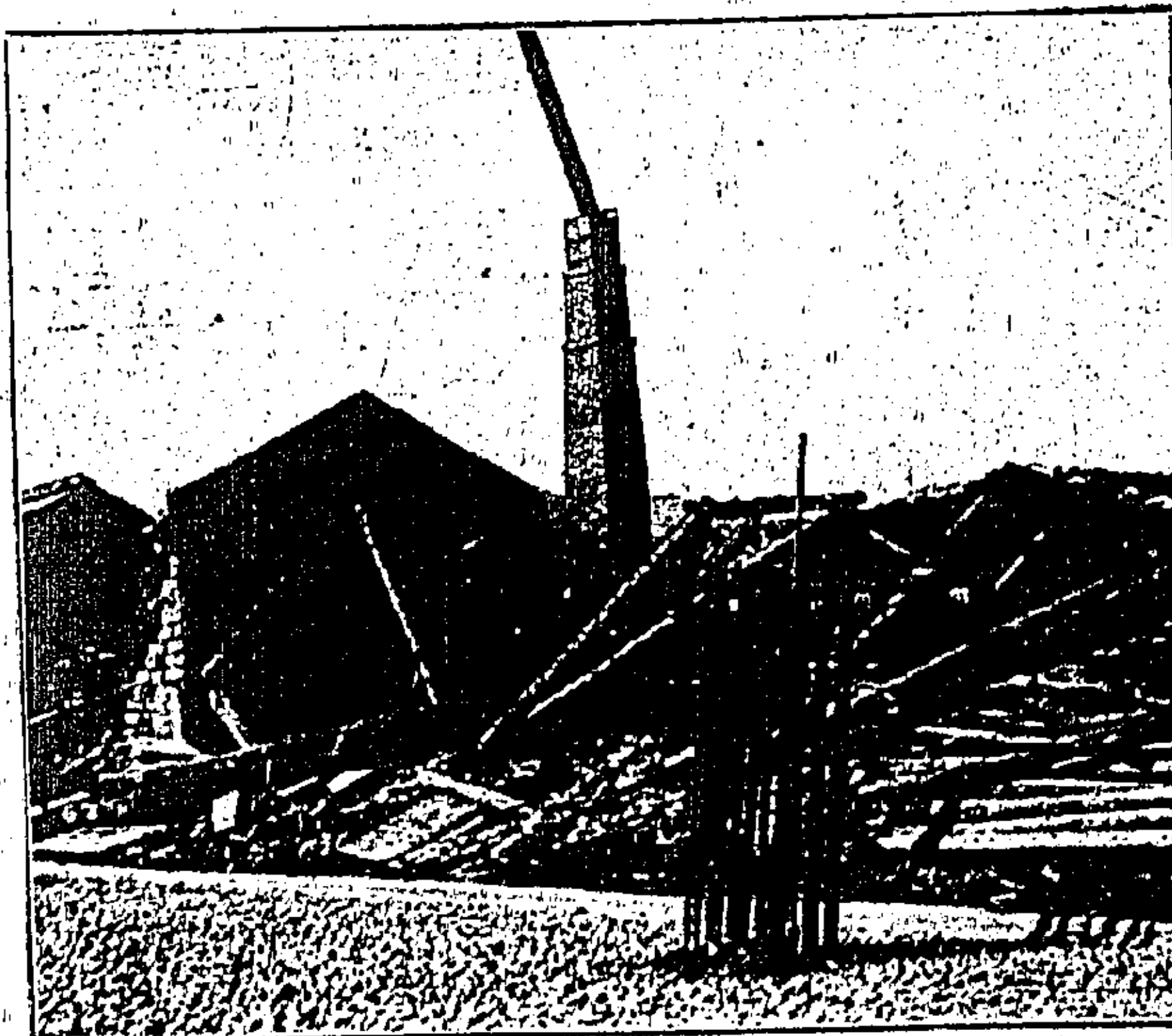
A collapse near the tannery in Kowloon. (Photo: Ming Yuen).



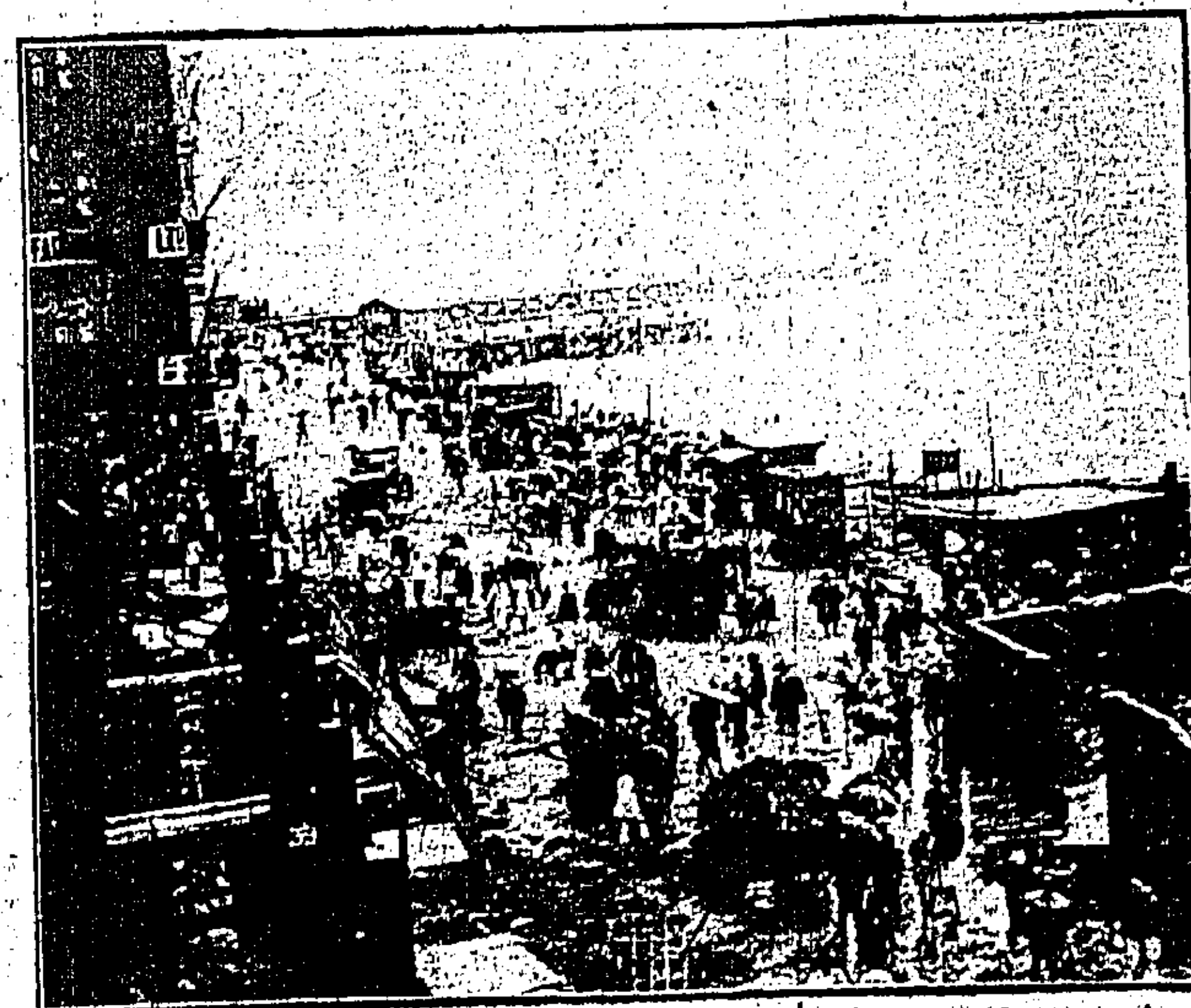
Several lives were lost when this house collapsed at Shamshui-po. (Photo: Mee Cheung).



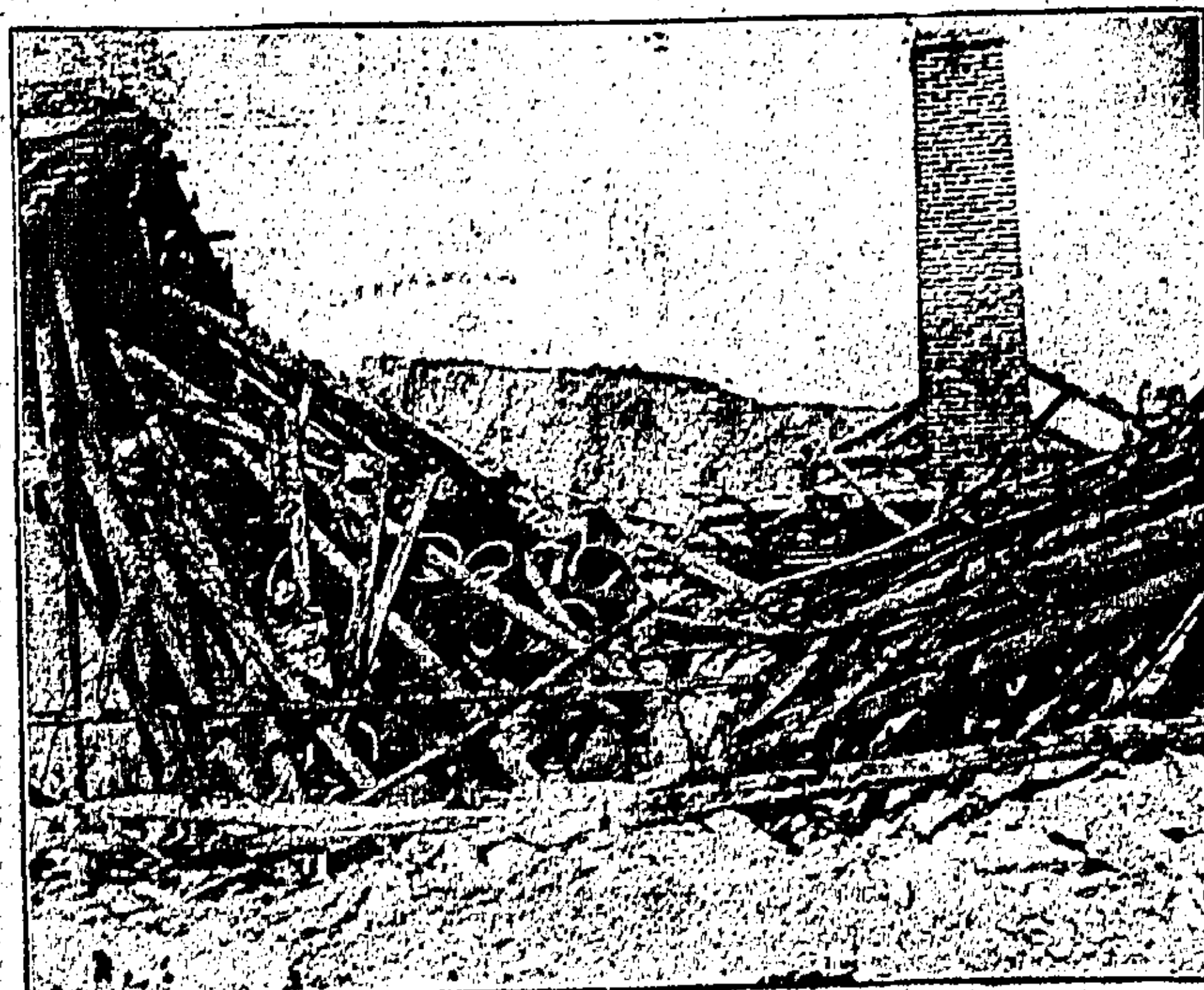
Collapsed houses and shops at Yaumati. (Photo: Ming Yuen).



Damage to a Kowloon factory. (Photo: Ming Yuen).



Sightseers on the Preya after the typhoon. (Photo: Ming Yuen).



Close-up view of wrecked factory. (Photo: Ming Yuen).



Another view of the collapse near Kowloon tannery. (Photo: Mee Cheung).

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JAPAN'S PREMIER DEAD.

A Sudden Collapse.

Tokio, August 24.—The Premier is seriously ill.—Reuter.

The Premier's condition suddenly worsened at midnight. He is suffering increased pain; his pulse and heart action is very weak and he is generally exhausted.

Later.—The Premier died at 12.30 p.m.—Reuter.

Premier Admiral Baron Tomosaburo Kato was born in 1859 in Hiroshima, so that he was at his death 64 years of age. He entered the Japanese Navy at the age of 12 years, and was a midshipman at 24. Sixteen years later, in 1899, he was a captain. He studied naval gunnery in England, and later was a Professor in the Japanese Naval Academy, and then Construction-Supervisor and Sectional Chief, before being appointed (1902) to be the Chief of Staff of a standing squadron. In the war with Russia, he was Chief of Staff of the Kamimura Squadron, under the famous Admiral Togo. Then he was made a Bureau Chief, and in 1908 became Vice Minister of Japan's Navy Department, and a figure in politics. He was made a Vice Admiral in 1908, and commanded the Kure branch of the Admiralty from 1909 to 1914. On the declaration of war upon Germany in 1914 he was appointed Commander-in-Chief of the First Squadron.

In politics, the late Premier has been a familiar figure for a decade. He was Minister of the Navy under four Premiers in succession, and was raised to the Peerage for his national services. When the Washington Conference was called, he was the obvious man to represent Japan on naval matters, and he did so, with considerable credit. Then, in 1921, the Premier, Mr. Hara, was assassinated, and Admiral Baron Kato unexpectedly found himself called to head the Cabinet. He was then regarded as belonging to a political party, his appointment, as usual, being arranged by the small group of statesmen who direct the affairs of Japan almost without reference to the Diet. He had, however, the support of the principal party, the Seiyukai. Japan's post-war problems had fallen on the shoulders of Premier Hara, but Premier Kato had to face great economic difficulties, including the rapidly growing political consciousness of the proletariat. In these matters he has displayed a tact and ability that earned for him a popularity which doubtless would have manifested itself increasingly had he been spared to carry on.

THE PRINCE AND HIS FRIENDS.

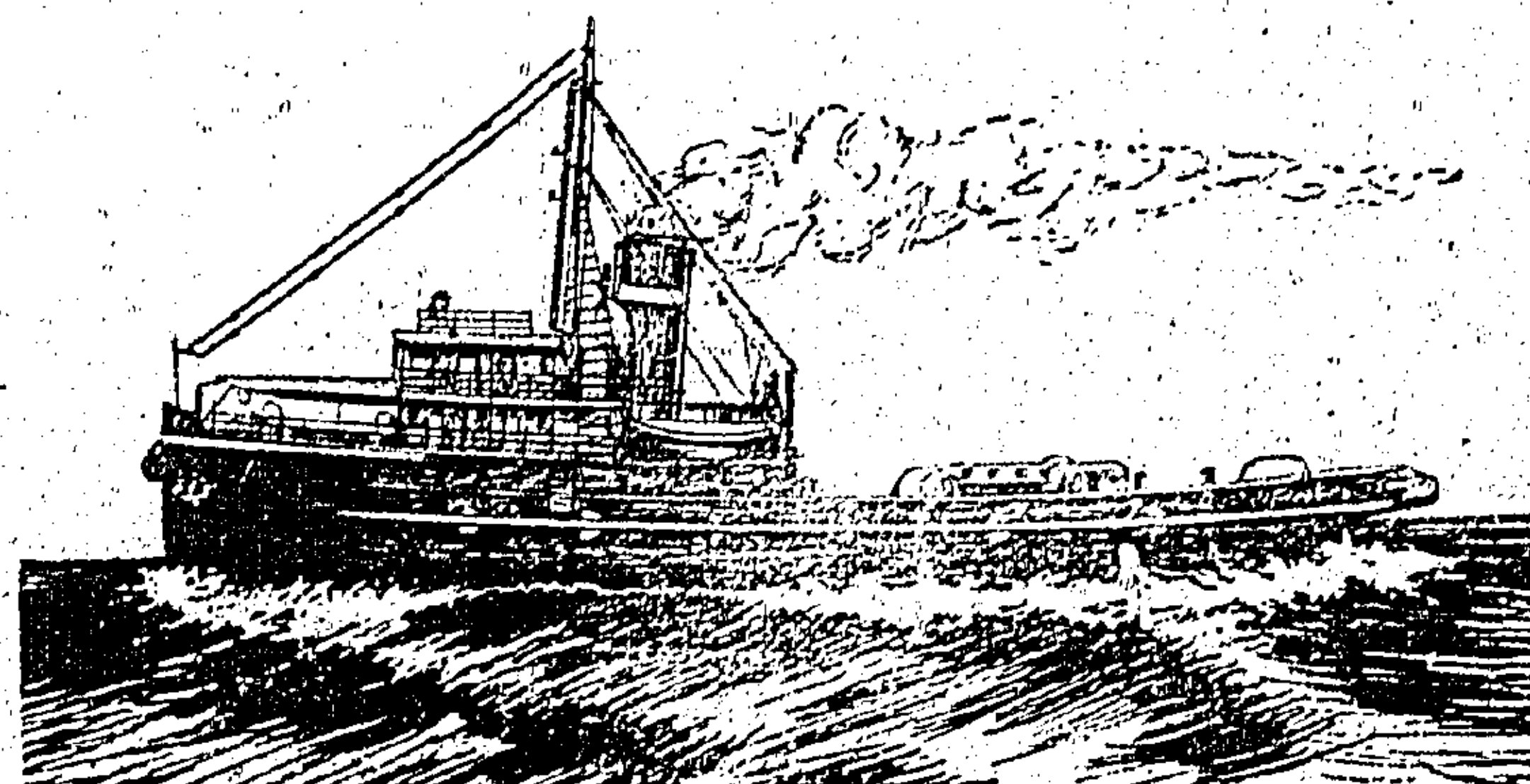
The Prince of Wales has entertained at dinner at York House a party of between fifty and sixty personal friends, many of whom have been his hosts on various occasions. The Prince received his guests with Princess Mary, Viscountess Lascelles, assisting him as hostess.

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BRITISH MOTOR NOTES.

Specially Written by the R. A. C. Correspondent

From the standpoint of Foreign and Overseas Empire Clubs the recent action of the Royal Automobile Club in constituting a Committee known as the Foreign Relations Committee is of extreme interest. The terms of reference provide that the Committee will deal with the negotiation and maintenance of agreements and relations with foreign Overseas Empire Clubs and kindred organisations. The Chairman is Sir Julian Orde, the former Secretary of the R. A. C. to whose initiative I believe this new development is largely due. Sir Julian has personally visited the headquarters of a large number of Overseas Clubs and has been deeply impressed with the desirability of establishing closer relations and, providing for freer and more certain interchange of information. Undoubtedly, every Club would benefit materially if some means were established for keeping it in touch with all that is being done by other Clubs, so that experience gained in any one quarter becomes directly valuable in all other quarters.

Differential Gears and Tyre Wear.

In view of the varied opinions that are held as to the saving of wear on tyres resulting from the use of differential gears, a certified trial held recently under the auspices of the R. A. C. is of particular interest. This trial was conducted on an A.C. car entered by Mr. S. F. Edge. Two back axles were successively fitted, one with the differential gear in action, and the other without. The car made two runs of fourteen miles each at the same speed of 11.3 miles per hour without a circle of 70 ft. diameter, the off side wheels being nearer the centre of the circle. The car was a four-cylinder A.C. with a two-seated body and a total laden weight of about 17 cwt., rather more than half the weight being on the back axle. The tyres used were 26 ins. by 3 ins. and had all-rubber treads with circumferential ribs. With the differential in action, the reduction of the thickness of the tread of the rear front tyre was 1.9 mm. Without the differential, the figure was 3.9 mm. For the off front tyre, the corresponding figures were 0.5 mm. and 1.6 mm. For the rear rear tyre 1.75 mm. and 1.9 mm. and for the off rear tyre 1.5 mm. and 4.4 mm. The total loss of weight of the outer covers with the differential in action was 19 ounces. Without the differential, it was 44 oz. ice. All possible steps were taken to make the test a fair one, and, while the official certificate draws no deductions from the figures mentioned above, they would certainly seem to afford conclusive evidence of the beneficial effect upon tyre life that results from the presence of a differential gear.

The French Grand Prix.

The French Grand Prix, the most important international motor race in the year, resulted in a great triumph for British industry and its representative the Sunbeam car. France was represented by a team of three Bugatti cars, by two Roland-Pilain, and by one Delago, and by four Voisin cars. Three Fiats represented Italy, while a team of three Sunbeams took part on the behalf of Great Britain. The race was over a distance of 497 miles of road, which was covered by the winner at an average speed of 75 miles an hour. The circuit was about 14 miles in length, so that 35 laps had to be completed. At the end of ten laps, a Sunbeam was leading, followed by two Fiats, a Roland-Pilain, and the other two Sunbeams. Later on the English team established its supremacy. The three Sunbeams finished, first, second and fourth with a Bugatti third. The result must have been a disappointment to the French crowd at the finishing point, but, nevertheless, the British victor was enthusiastically welcomed to the strains of the national Anthem.

Races of this kind are not merely demonstrations of speed capabilities. They are, as has been pointed out on previous occasions, one of the finest methods of improving the breed of the motor vehicle by imposing upon it abnormal stresses, seeking out all weak points. The significance of the result perhaps lies less in the fact that a Sunbeam car came in

first, than in the fact that all three Sunbeams finished among the first four, every one of the British cars completing the whole distance of the race.

Leaders of Industry.

The elections of officers of the Society of Motor Manufacturers and Traders for the coming year have recently taken place. Mr. H. M. Hobson becomes President of the Society. The new President has been connected with the motor industry ever since 1903. He has been a member of Council since 1909 and honorary Treasurer of the Society since 1920.

The new Vice Presidents are Mr. J. Maughling and Lt. Col. J. Sealy Clarke. Mr. Maughling, who is a Director of Thornycrofts, the well-known manufacturers of Commercial vehicles, marine engines and motor craft, is the retiring president of the Association of British Motor Manufacturers, whose new President is Mr. A. J. McCormick C.B.E., the Managing Director of Walsley Motors. Mr. Maughling was for some years Honorary Treasurer of the Society. Colonel Sealy Clarke was the Honorary Treasurer last year and is the Chairman of the British Rubber Tyre Manufacturers Committee. Mr. Frank Churchill, whose interests are associated with the Halford Commercial vehicles, now becomes Honorary Treasurer, in addition to being Chairman of the Commercial Vehicle Committee and of the sub-committee formed to deal with the Society's collective exhibit at the British Empire Exhibition of 1924.

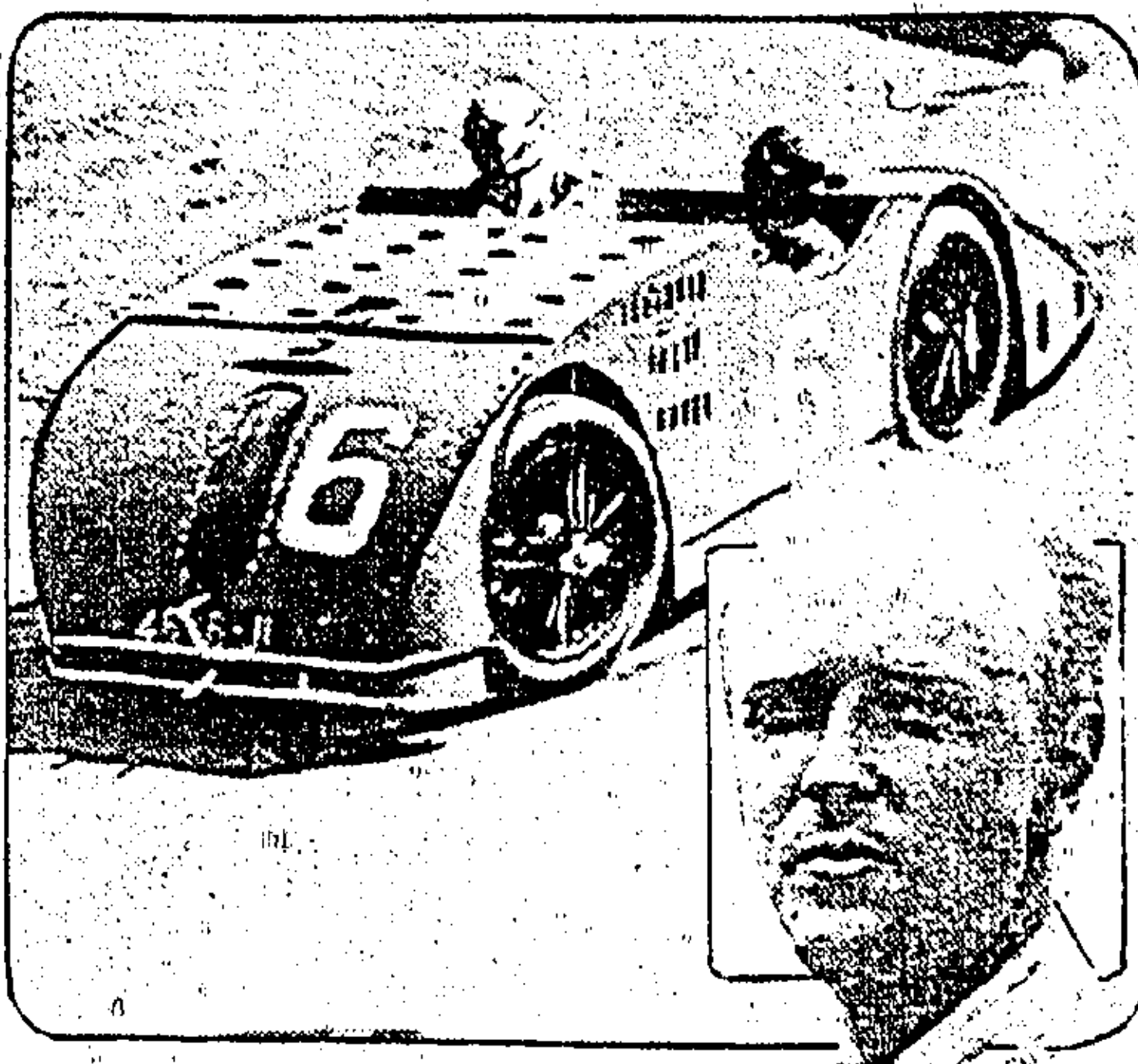
New Models and Developments.

As the Show season approaches it becomes possible to give brief particulars of a few of the new models and developments that will be staged for the first time at Olympia this autumn. At the C. & S. Show (November 2nd. to 10th) one of the most interesting newcomers will certainly be the 10.0 h.p. Triumph, the first car production of the famous firm of motor cycle manufacturers. This is a small car, but the makers have managed to turn out something which, from the point of view of driver and passengers, stands comparison with cars of much larger size and power. The four-cylinder engine has its crankcase prolonged upwards to take the submerged cylinder barrel block, the skirts of the barrels being oil-cooled, and the upper parts and heads being water-cooled. The engine has been designed by Mr. Ricardo and is extremely well balanced. It develops 23.4 h.p. at 3,000 r.p.m. The car itself will travel up to 50 miles an hour, and the average consumption is about 45 miles per gallon. The drive is through a four-speed gear-box and an open propeller shaft to a spiral bevel gear on the back axle. Both brakes operate direct on the back axle in 10 inch drums. Both chassis and body are admirably finished, great care having been given to all details.

At the cycle and Motor cycle Show (October 15th. to 20th.), a new model of A. J. S. motor cycle will be shown. This is a machine selling in the British Isles at £60. It is rated at 2 1/2 h.p. and has an all-chain drive, three-speed gear, clutch and kick starter. It is, in fact, one more evidence of the determination of British manufacturers to produce fully equipped machines suitable for the world's markets at quite reasonable prices.

At this Show it will also be interesting to see to what extent the example that the Triumph Company have set in marketing a motor cycle with a complete electric lighting equipment is followed in other quarters. The practicability of electric lighting as applied to motor cycles having been now established, we may assume that the obvious conveniences of the system will appeal strongly, since motor cyclists as a class are now demanding a much improved standard in respect of comfort and cleanliness. That they are also asking for improvements as regards silence, weather protection, and so on, is instanced by the production of such machines as the P. & P. "Silent Three." The Exhibition will also show the effect on manufacturing policy of the great popularity of the very low-powered motor cycle of the type pioneered by the McKenzie lightweight.

IN THE GRAND PRIX.



This car looks like a submarine tractor, but it finished ahead of all other French cars in the Grand Prix race in France. However, Seagrave (inset), an Englishman, finished first in a British Sunbeam car, covering 121 kilometers an hour for a distance of 799 kilometers.

MOTOR ERRORS.

Mistakes Often Made by the Average Driver.

Here are some things we motorists often do, says a motor expert:—

Start the engine with the switch turned off or without gasoline in the tank.

Forget that using the starter a certain number of times will exhaust the supply of current in the battery unless the engine is run sufficiently to recharge it.

Fill the lubricator in the engine and neglect to lubricate all other parts of the car.

Advance the spark when starting the engine.

Allow the clutch to engage suddenly.

Apply the brakes suddenly when it isn't at all necessary.

Push in the starting button when the engine is running.

Blame the starter when the engine doesn't start, without looking into the gasoline tank.

Neglect to inspect the level of the acid in the storage battery, even after two or three weeks have gone by, and overlook a supply of distilled water needed.

Shift from third to second or first gear when the car is running at a high rate of speed.

Shift reverse gear when the car is moving ahead.

Neglect to investigate any unusual sound which may develop in the car.

Drive fast and attempt to stop suddenly on a wet pavement.

Overlook keeping the tire properly inflated.

Release the clutch when the throttle is open very wide.

Beventually allow every Tom, Dick and Harry to drive our car, without admonition or chiding.

Use the starter to run the car, even while understanding that excessive overload on the battery is very injurious.

Allow our car to stand in puddles of oil or water, while perfectly aware that neither one is good for our tires.

Overlook the fact that pan, engine and other mechanical parts of a car should be kept clean.

Turn corners too fast, liking to be spectacular even at cost of tires.

Open the throttle quickly, without giving the motor a chance to pick up gradually.

Find it too much trouble to keep our brakes adjusted—or at least too much trouble, to keep our mind on it.

Neglect to familiarize ourselves with the use of the hand lever brake and thus be prepared for emergencies.

Release the clutch before shifting gears.

Accelerate too quickly, and so enjoy the car jumping and the motor bounding.

Fail to examine the car occasionally for loose nuts and bolts.

Race our engine under any and all circumstances when we feel like it.

Fail to heed the squeak that calls for oil.

Take our car out without noticing whether it is properly lubricated.

Attempt to start without being sure that the brakes are released.

Make adjustments on our car before knowing whether we're right, just trusting to luck and the god of simpletons.

Fold the car top back when wet, not knowing or careless about rapid deterioration.

HOT WEATHER MOTORING.

How to Keep Passengers and Engine Cool.

The sudden spell of hot weather has quickly brought its usual quota of minor motor troubles. Says a London motor writer: Recent British summers having "set in with their usual severity," a spell of hot weather takes many motorists unaware.

When it is really hot, the first thing to consider in regard to personal comfort is how to keep cool. But you must remember that to some extent the engine and the car generally have similar feelings.

And if you do not look after their interests, they will let you know all about it!

Many motorists think that the open touring car is the coolest. They are wrong. You have only to study the problem in any really hot country to prove that fact. Motorists in such places found out the fallacy of the open car long ago.

On really hot sunny days, it is much cooler to travel with the hood up—more especially if it is a light coloured one. The black leather hoods make open car motoring much hotter than the khaki-coloured types. But even the black hood will keep you cooler than no hood at all.

Then there is the windscreen. The adjustment of this unit has an important bearing on how to keep cool on hot days. The adjustment will vary with the length of your coachwork and the speed of the car.

Generally speaking, however, arrange it so that the maximum draught is felt on your hand just behind the front seat, speaking of four-seater cars. This will probably mean that you put a single-piece windscreen rather "flatter" than usual.

If the windscreen is of the double type, you will generally get the best cooling effect with the top half at about 45 degrees to the vertical, on "half open," as you might say.

But do not run away with the idea that a fully open windscreen gives the best cooling draught on very hot days. It is rarely that it does so.

There is an important safety point to remember when setting the windscreen for "cooling draughts" in hot weather. You must be careful that the angle of the screen and the position of the sun are not such that the screen sends a blinding flash into the eyes of oncoming drivers.

In hot weather one usually encounters a good deal of this. An observant driver should speedily see if his windscreen is reflecting a blinding flash. Change the angle of the glass by an inch or two and the danger will be overcome.

We might now consider some of the points that the chassis feels in hot weather. Of chief importance are the tyres. If they are blown up to the makers' stipulated pressure, you can safely let them down in hot weather till they "bulge just a little."

By the time you have run ten miles on a hot day you will find them dead tight again. And if you do not let them down they are likely to burst.

You may also find that the engine is inclined to overheat. See that the fanbelt is not slipping; that the radiator is properly filled, and put some thicker oil into the crank case—of the same brand as you are already using.

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the ten money positions in the Indianapolis Sweepstakes,
May 30th, without a single tyre failure.



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Export of Components

One of the consequences of a good reputation for durability is a very satisfactory demand for British components to be fitted to products in the main foreign. It is universally admitted that the words "British-made" are something nearly approaching a guarantee of quality. In the motor cycle industry in particular, many producers in other countries are taking advantage of this fact. A part can never be equal to the whole, but nevertheless manufacturers in other countries frequently find it advantageous to their reputations to embody certain well-known British components.

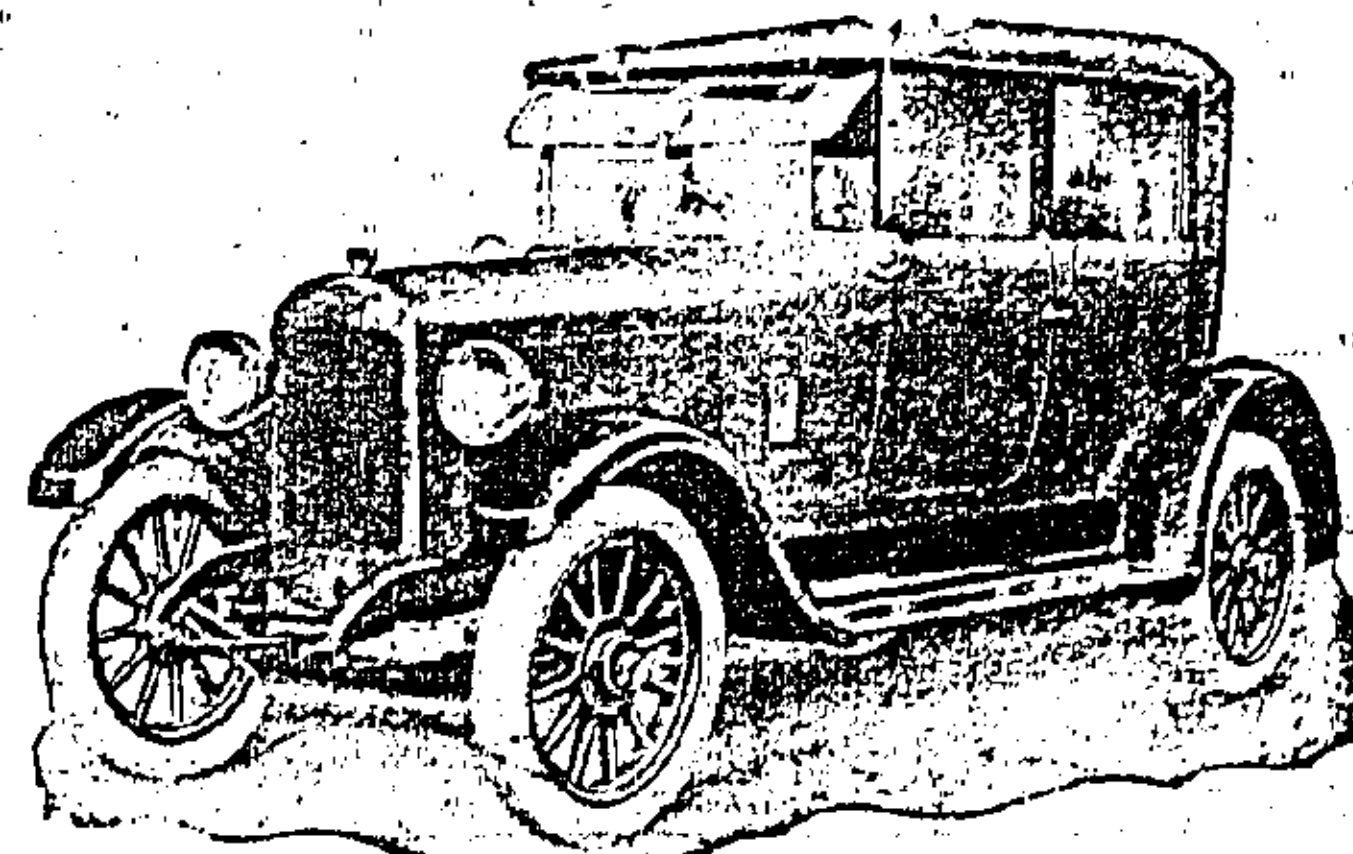
For example, in the Paris-Nice Trial which attracted over 100 entries, a large number of British components figured on otherwise foreign machines. One of the few Gold Medals awarded went to a French machine with a British J. A. P. engine and this power unit is fitted also to a number of Belgian and Italian motor cycles.

If you have an air adjustment on the carburettor—give "her" plenty of air. The hotter the day, the more air the engine will take.

If you stop for a picnic meal (or any other reason) never leave the car standing in bright sunlight. It will damage the tyres and also the paint.

If the engine boils and you want to fill up the radiator with cold water wait for ten minutes at least before doing so. If you put cold water into a really hot engine you may easily crack the cylinders or "spring" the radiator into a leak.

Finally, never take the radiator cap off while the engine is actually boiling.



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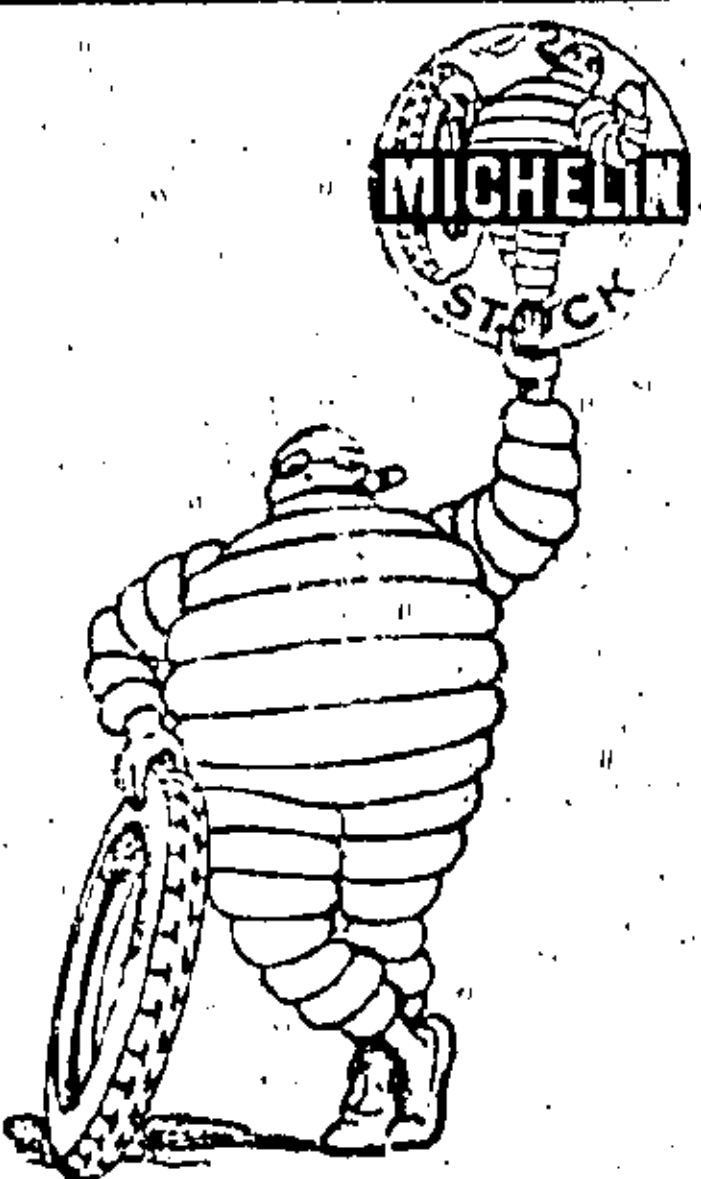
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them like new?

THE ELECTRICAL DEPARTMENT

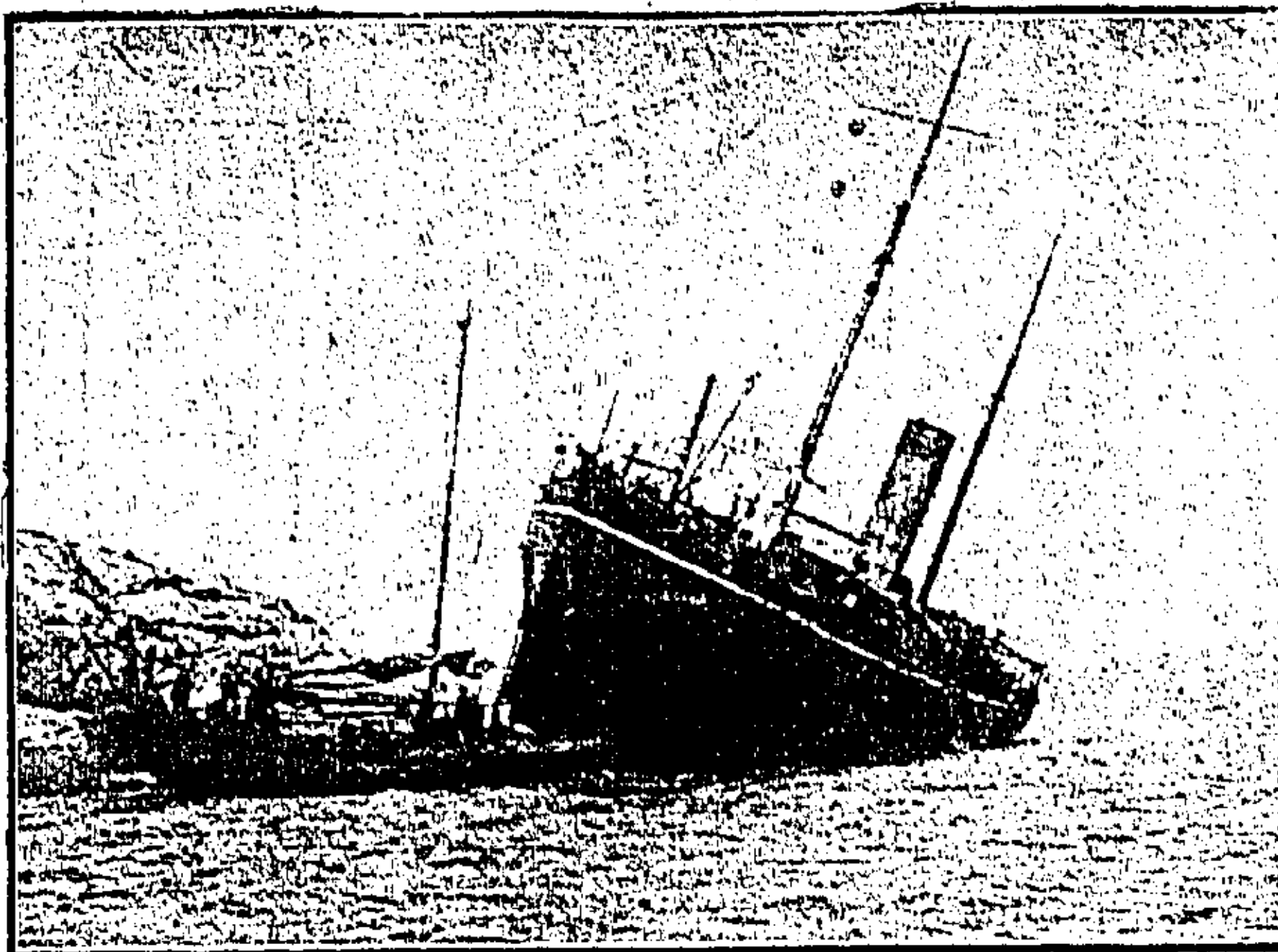
(OF THE HONGKONG HOTEL CO., LTD.)

EXPERTS IN PLATING

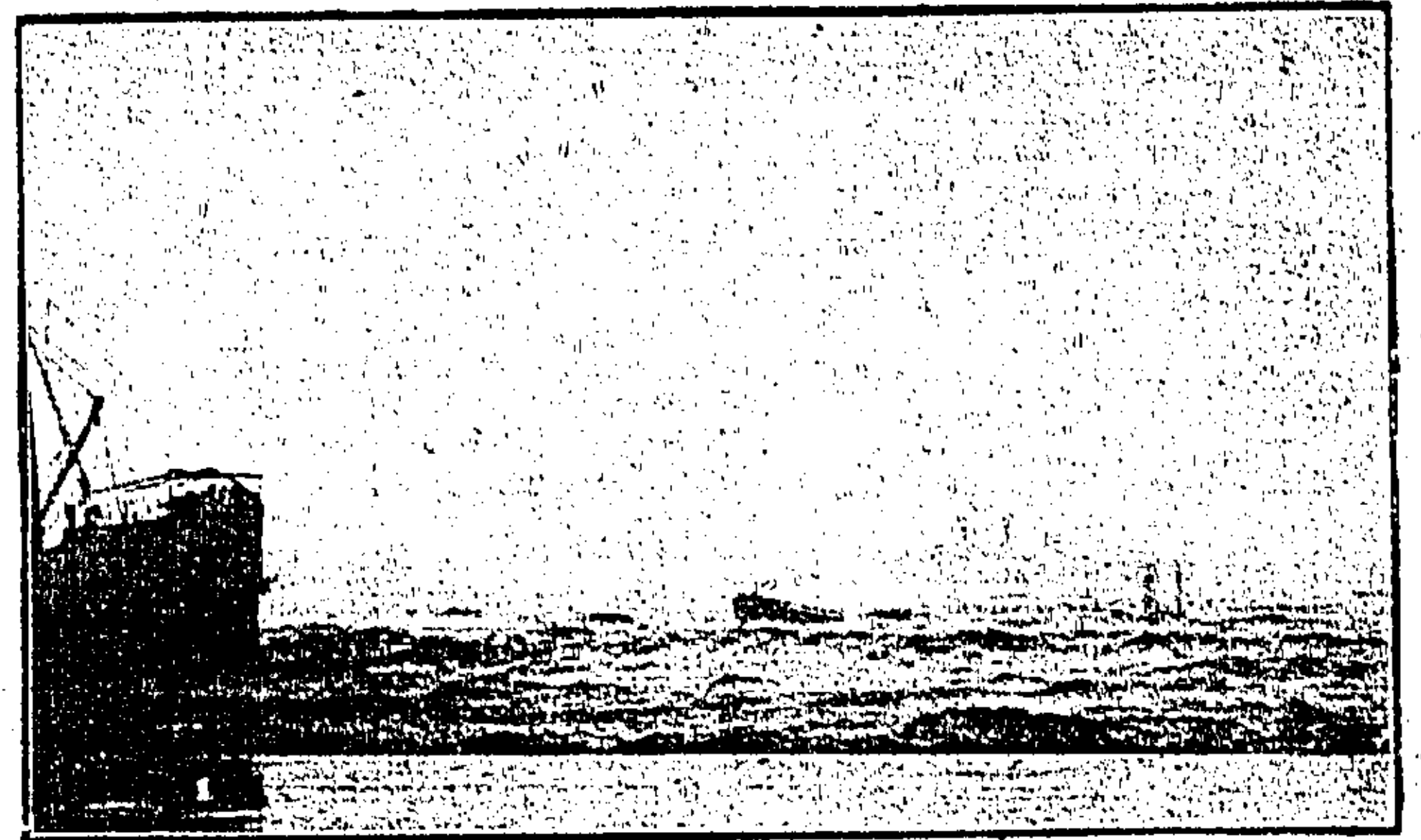
NOTICE TO ADVERTISERS.

Firms desiring to avail themselves of the publicity
facilities presented through this supplement, are requested
to send copy not later than the Wednesday preceding
publication.

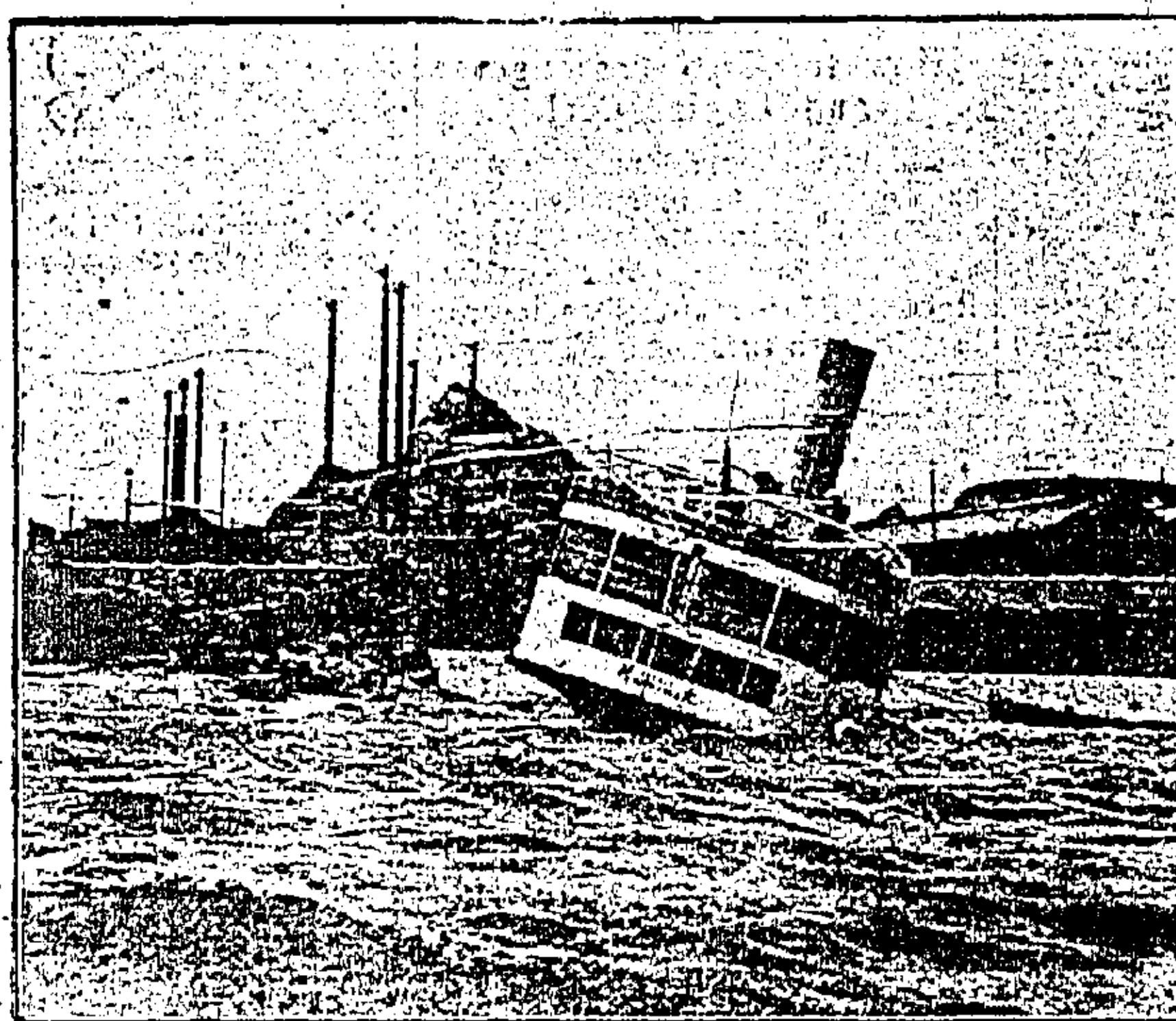
TYPHOON SHIPPING CASUALTIES.



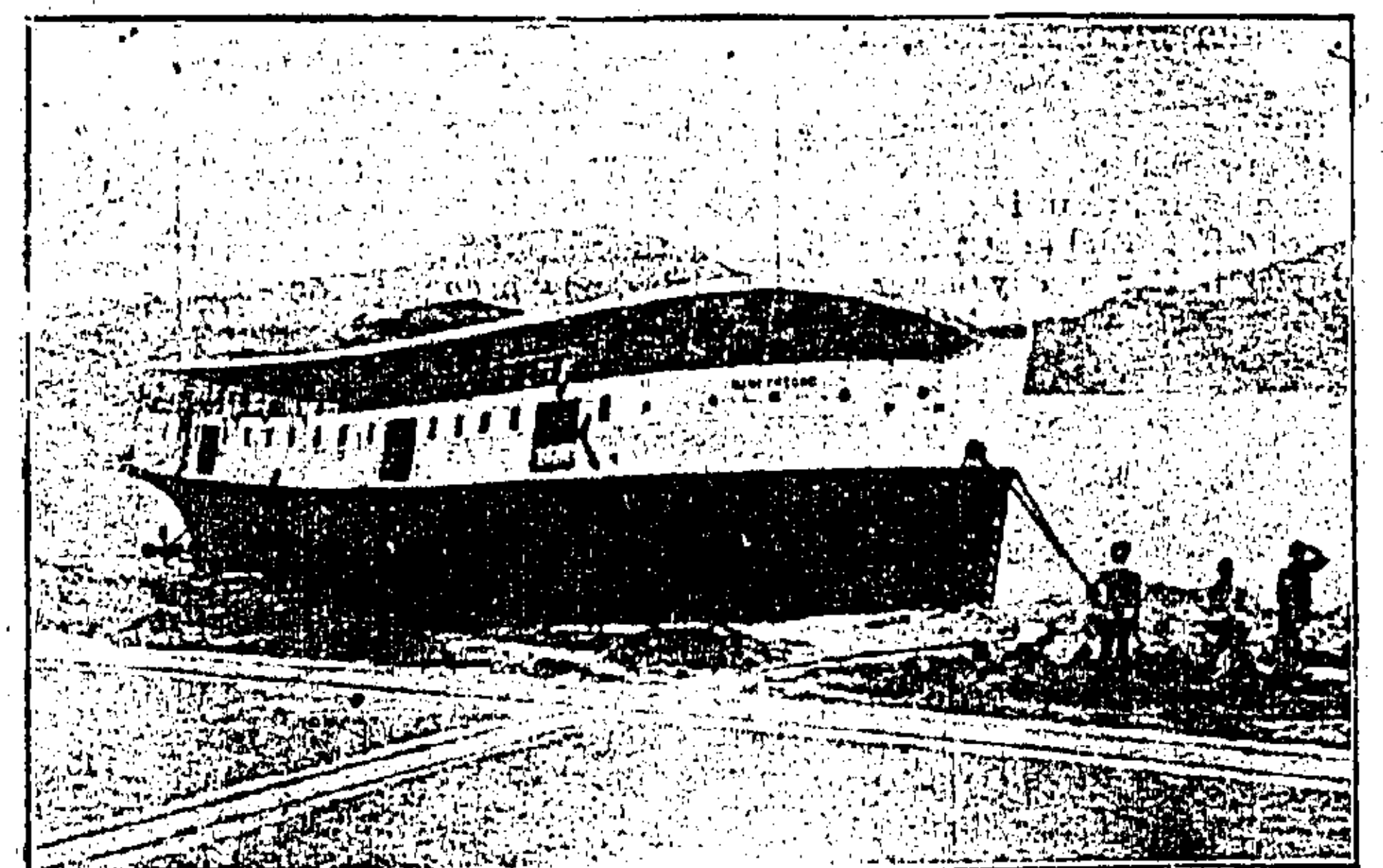
Shun Tak ashore on Green Island. (Photo: Ming Yuen.)



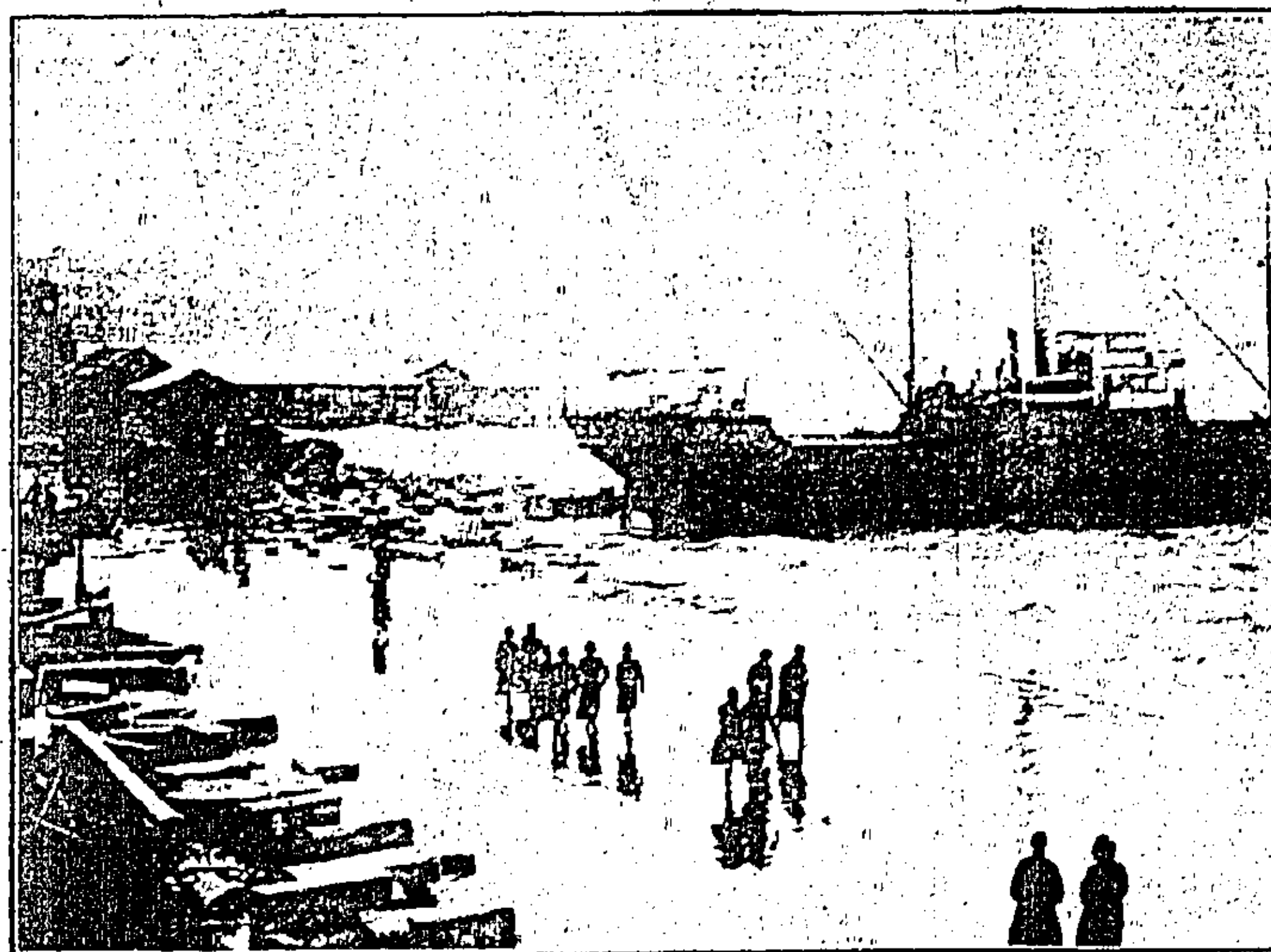
Sinking of submarine L. 3. (Photo: Ming Yuen.)



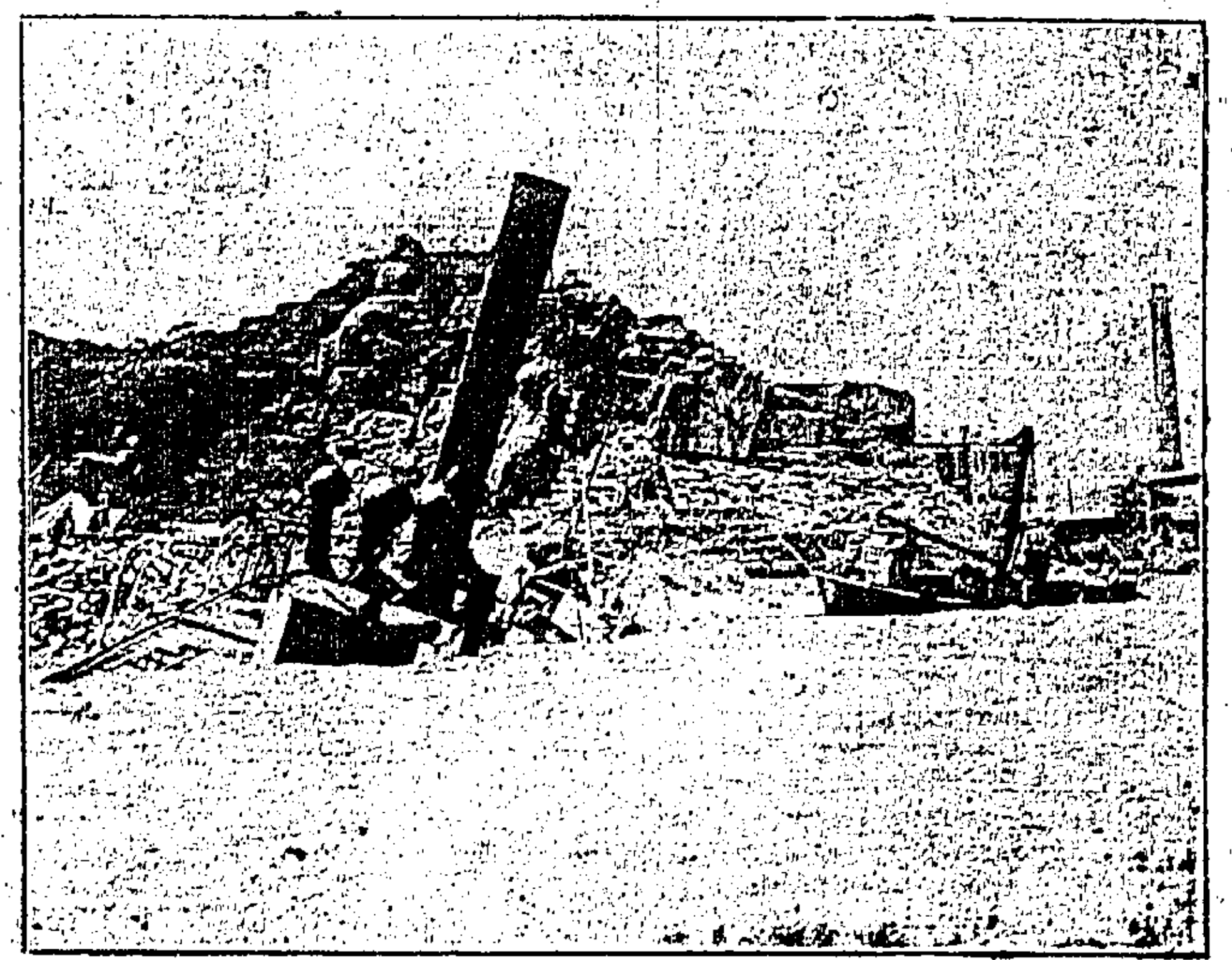
Tai Lee ashore at Kowloon. (Photo: Ming Yuen.)



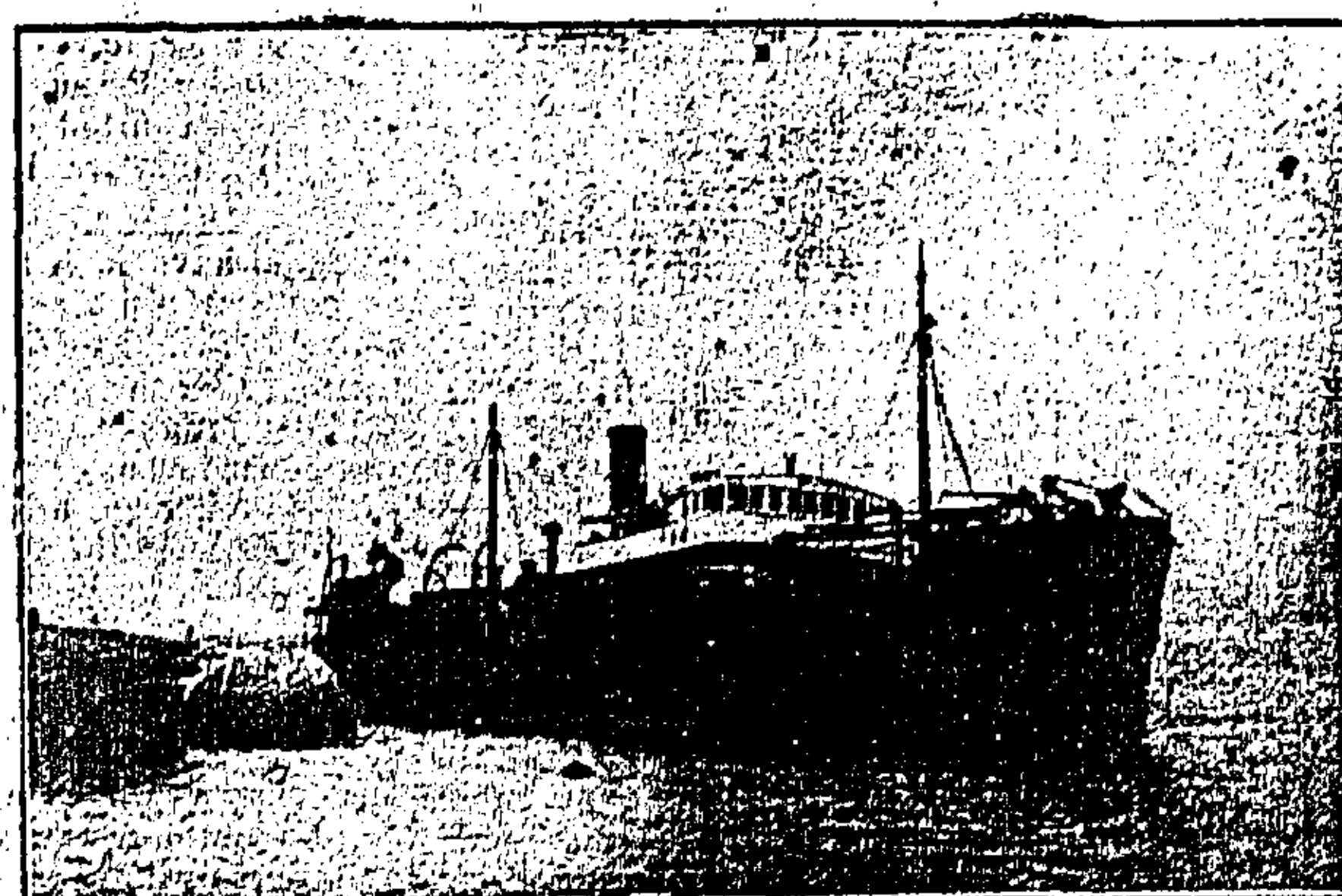
Newly-launched Hang Cheong ashore at Quarry Bay. (Photo: Ming Yuen.)



Sekino Maru beached alongside Statue Pier. (Photo: Ming Yuen.)



Chang On and lighter ashore in Kowloon Bay. (Photo: Ming Yuen.)



Reims aground at Stonecutters. (Photo: Mee Cheung.)



Wah Sun ashore at Stonecutters. (Photo: Ming Yuen.)

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND

TRAFFIC: JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
ALPORA	11,089	25 Aug. noon	S'pore, P'ang, C'bo & B'bay
MACEDONIA	6,813	7th Sept.	B'bay, M'les, L'don, A'werp
SICILIA	6,813	20th Sept.	S'pore, P'ang, C'bo & B'bay
DONGOLA	8,083	21st Sept.	M'les, Gib., L'don & A'werp
MANTUA	10,902	5th Oct.	B'bay, M'les, Gib., L'don & A'werp
SOUDAN	6,656	17th Oct.	S'pore, P'ang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	2nd Sept.	S'pore, Penang & Calcutta
JANUS	4,824	11th Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	1st Sept.	(Manila, Thursday Ia.)
ARAFURA	6,000	6th Oct.	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	3rd Nov.	

Freight connections from Australia with the following:-
 The P. & O. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, the Cape of Good Hope, and London via Suez Canal.
 The P. & O. Branch Service of steamers to London via the Cape.
 The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TANDA	6,956	31 Aug. d'light	Amoy & Yokohama
SICILIA	6,813	29th Aug.	Shanghai
KARMALA	9,098	8th Sept.	S'hai, Moji, Kobe & Y'hama
ARAFURA	6,000	11th Sept.	Moji, Kobe & Yokohama
NELLORE	6,853	22nd Sept.	S'hai, Moji, Kobe & Y'hama

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcel Messengers not more than 24ft. x 1ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
 22, Des Voeux Road Central. Agents.

**REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.**

Ship	From	Expected at Hongkong	Will leave on or about	For
Tjikembang	N. China	—	7th Sept.	Batavia
Tjikarom	—	—	21st Sept.	Patavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.		HOMEWARDS.	
Vessel	Due Hongkong	Vessel	Leave Hongkong
PEMBROKESHIRE	24th Aug.	GLENSANDA	16th Sept.
GLENLUCIE	10th Sept.	Genoa, L'don, B'dam & H'burg	
GLENOGLE	26th Sept.		
CARMARTHENSHIRE	6th Oct.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON & CO., LTD**THE GLEN LINE, LTD**Agents
Telephone Central No. 215, sub-ex. 23 and 3996.**M MESSAGERIES MARITIMES M**

SERVICES CONTRACTUELS

Mail Steamer	Next Sailing from Hongkong	Pro. Arr. at Hongkong	Pro. Sailing from Hongkong
PAUL LECAT	—	—	3rd Sept.
ANDRE LEBON	—	—	17th Sept.
AMBOISE	27th July	30th Aug.	1st Oct.
CORDILERE	10th Aug.	11th Sept.	15th Oct.
ANGERS	24th Aug.	25th Sept.	29th Oct.
OHILI	7th Sept.	9th Oct.	12th Nov.

RATES OF PASSAGE-MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
 A Class 1st Class £95.0.0. B Class 1st Class £89.0.0.
 Steamers 2nd Class £68.0.0. Steamers 2nd Class £62.0.0.

Through Tickets to London and Leading Towns of Europe.

Arrangement for the transfer of passengers to the Continent.

LINE COMMERCIALE DES CHARENTAIS

S.S. C. P. COCO for Havre, Antwerp and Dunkirk about 1st Sept. and sailing for Genoa, Valencia, Africa, Cuba, Brazil, and other ports (if official documents offered).
 Also for Bill of Lading, Freight, etc., apply to the Agents.

For further particulars apply to the Agents.

Messageries Maritimes, 3 Queen's Building, Hongkong.

Telephone Central No. 215, sub-ex. 23 and 3996.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.
 Through Bills of Lading issued to all Overland Countries in U.S.A. & Canada.
 Through passage rates to Europe via America G.\$405, G.\$420, G.\$440.
 SHIOZUKA MARU ... Wednesday, 5th Sept. at 11 a.m.
 KAGA MARU ... Monday, 15th Oct.
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.
 SUWA MARU ... Wednesday, 29th Aug. at 11 a.m.
 FUSEIMI MARU ... Wednesday, 12th Sept. at 11 a.m.
 HAMBURG via LONDON & ROTTERDAM.

LIVERPOOL via MARSEILLES & VALENCIA.

SYDNEY & MELBOURNE via Manila, etc.

TANGO MARU ... Wednesday, 19th Sept.

YOSHINO MARU ... Wednesday, 17th Oct. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

LISBON MARU ... Thursday, 30th Aug.

BUENOS AIRES via S'pore, Durban & Cape Town.

KANAGAWA MARU ... End of Oct. or beginning Nov.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU ... Tuesday, 28th Aug.

CALCUTTA via Singapore, Penang & Rangoon.

RANGOON MARU ... Thursday, 30th Aug.

YAKASAKI, KOBE & YOKOHAMA.

YOSHINO MARU ... Thursday, 13th Sept.

SHANGHAI, KOBE & YOKOHAMA.

HAKOZAKI MARU ... Tuesday, 28th Aug.

TATEISHI MARU ... Sunday, 2nd Sept.

NAGANO MARU ... Monday, 3rd Sept.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. F. OGURI, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH

FOR BOSTON & NEW YORK via SUEZ.

S.S. "BOWES CASTLE" Sailing on or about 12th Sept.

LLOYD, TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... Sailing on or about 2nd Sept.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

FOR BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE" ... Sailing on or about 2nd Sept.

S.S. "ROSANDRA" ... Sailing on or about 2nd Sept.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION)

Steamer. Arrives Hongkong from Australia. Leaves Hongkong for Australia.

CHANGSHA

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

Kassima 3rd Sept. Shanghai, Kobe & Yokohama.

HOMEWARDS.

City of Glasgow 28th Aug. M'les, London, R'dam, H'burg.

PASSAGE RATES TO LONDON.

A Class Steamers 1st Class £92. 2nd Class £62.

H Class Steamers 1st Class £84. 2nd Class £56.

Class Steamers 1st Class £8. 2nd Class £5.

For further particulars apply to the Agents.

LLOYD MASSEY & CO., LTD.

CANTON. Telephone Central 784.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION

Destination	Sailing
MANILA	Wingsang Sat. 25th Aug. at 3 p.m.
KOBE via Amoy & S'hai	Kutsang Sun. 26th Aug. at 6 a.m.
TIENTSIN via W'wei	Chipshing Sun. 26th Aug. at noon
BANGKOK via Swatow	Yatshing Sun. 26th Aug. at noon
N'CHWANG via S'tow, S'hai	Taksang Tues. 28th Aug. at noon
SANDAKAN	Mausang Wed. 29th Aug. at 11 a.m.
T'IAO via S'tow & S'hai	Yusang Wed. 29th Aug. at noon
STRAITS & Calcutta	Fooksang Wed. 29th Aug. at 3 p.m.
SHANGHAI via Swatow	Loksang Tues. 4th Sept. at noon
BANGKOK via Hoihow	Chunsang Wed. 5th Sept. at 8 a.m.
HAIPHONG via Hoihow	Leesang Fri. 7th Sept. at 8 a.m.

CALCUTTA LINE:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnings from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE:—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

BORNEO LINE:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE:—A regular service is run from March to Nov. between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

BANGKOK LINE:—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Wednesday, 29th Aug., at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & CO., LTD.

Telephone Central No. 115. General Managers.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailong ... W. C. Parsonage	SUN.	26th Aug. at 10 a.m.
Hailong ... Ellis Walker	TUES.	28th Aug. at 1 p.m.
Hailong ... J. S. Thomson	FRI.	31st Aug. at 2 p.m.

Calling at Amoy for Passengers only.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 4th Sept.

to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st. CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN.**

Telephone Central No. 1574. York Building, Chater Road.

**ASAHI BEER**

BREWED BY

DAI NIPPON BREWERY Co., Ltd.**TOKYO PAN**

Locally Brewed Export

Sole Importers

P. H. C.

H. C.

CONSIGNEES.

NOTICE TO CONSIGNEES. SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

S.S. "ANDRE LEBON" Consignees of Cargo from Marseilles, etc. In connection with above Steamer are hereby informed that their goods with the exception of Opium Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after the 23rd, instant at Noon will be subject to rent and lading charges.

All claims must be sent in to me on or before the 27th instant or they will not be recognized.

All damaged packages will be examined on Thursday the 23rd inst. at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENTFUSER

Acting agent.

Hongkong, 17th August, 1923.

THE EAST ASIATIC Co., Ltd.

COPENHAGEN.

The M/S

"AFRIKA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 31st of August, 1923, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown, where they will be examined by Messrs. Goddard & Douglas on the 31st August 1923, at 10 a.m.

All claims against the vessel must be presented to the undersigned before the 3rd September, 1923, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & Co., Ltd.

Agents.

Hongkong, 24th August, 1923.

THE EAST ASIATIC CO. LTD.

COPENHAGEN

The M/S

"JAVA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 30th of Aug., 1923, will be subject to rent.

All broken, chafed and damaged goods are to be left in the Godown where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas on the 30th of Aug., 1923, at 10 a.m.

All claims must be presented to the undersigned before the 2nd September, 1923 or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & Co., LTD.

Agents.

CONTRIBUTOR TO CEUR DE**LION'S RANSOM.**

The course of building alterations at a house in Canterbury is nearly a dozen years in an excellent preservation level. The house is a fine example of the work of the Canterbury Council of the Ransom of the release.

NOTICE.

THE NEW HALL OF FAME
OF CONCERT AND OPERATIC STARS

Claire Dux
Soprano & Contralto

Call and inspect latest machine models at

THE BRUNSWICK STUDIO
17 ICE HOUSE STREET

BRUNSWICK
PHONOGRAPHS AND RECORDS

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG: Peak Hotel,
Repulse Bay Hotel.

SHANGHAI: Palace Hotel,
Grand Hotel Kales.

PEKING:
Grand Hotel des Wagons Lits.

The Hongkong Hotel Co.,
In conjunction with
The Shanghai Hotels, Ltd.
and
The Grand Hotel des Wagons-Lits, Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING,
TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS!
Tel. Central 373 Telegraphic Address: "VICTORY"
J. WITCHELL,
Manager.

THE EUROPE HOTEL

SINGAPORE.
DANCING AFTER DINNER.
EVERY
MONDAY WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every Room.
Telegraphic Address: "EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL, LTD.
ARTHUR E. ODELL, Manager.

THE KOWLOON HOTEL.

HANKOW ROAD.
Opening 1st September.

First Class and most up-to-date Residential and Tourist
Hotel. Six Stories of commodious large and airy rooms with
every modern appliance. Elevator to every floor and to Roof
Garden. Hot and cold water. Electric Lights, Fans and Bells,
throughout. Exceptionally well ventilated Bar and Billiard Rooms.
Moderate tariff and most excellent cuisine supervised by ex-
perienced chef. Monthly and Family rates can be arranged at
most reasonable terms.

For terms apply to—
Mrs. J. J. BLAKE, Manageress.

KINGSLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON
SACHSE, LENNOX & Co. General Agents
Are Resident Managers

PALACE HOTEL, KOWLOON.

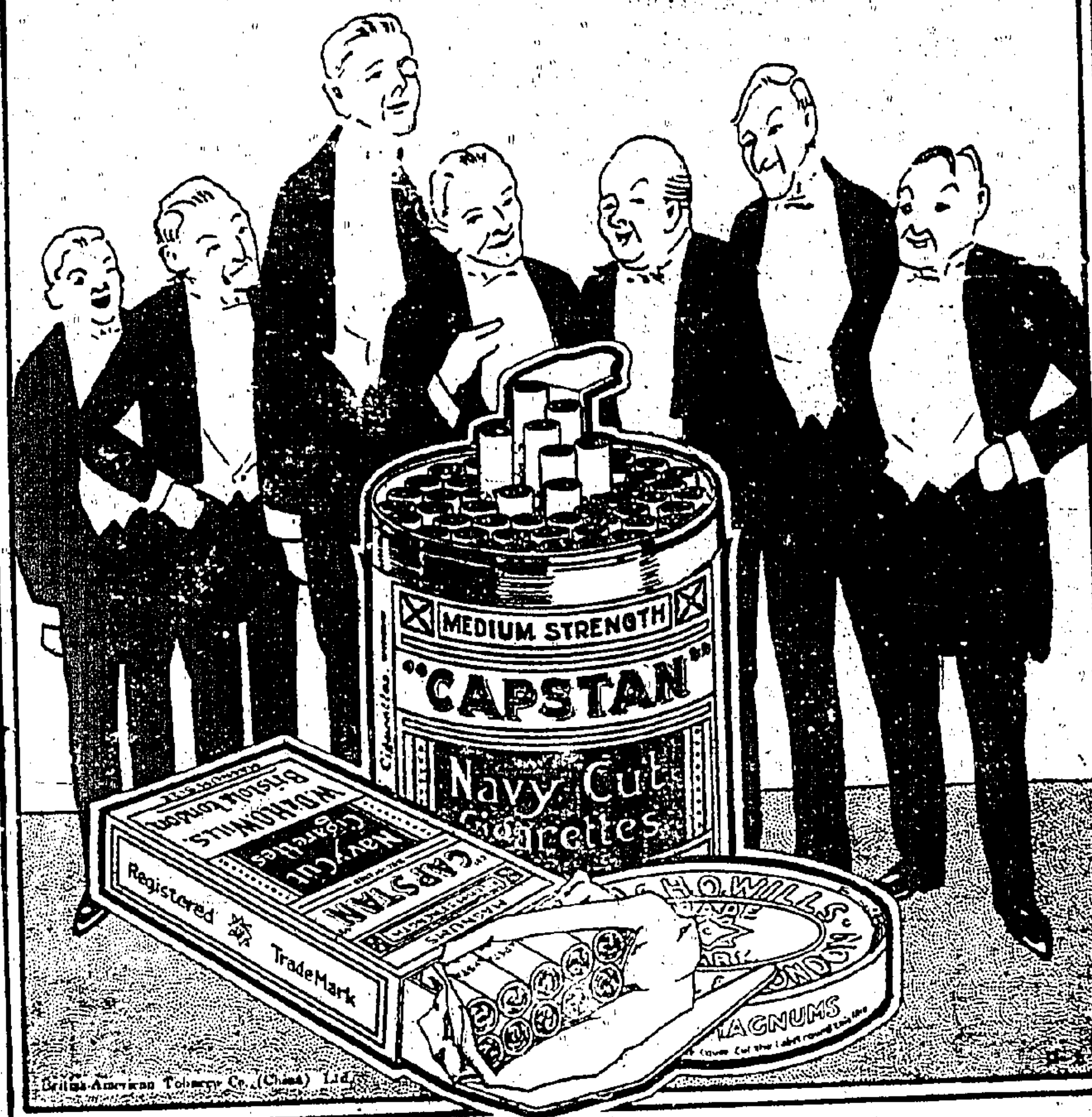
Tel. No. Kowloon 8. Tel. Add. "Palace."
Two minutes from Ferry and Railway Station. Five minutes from Ferry from Hong Kong
& Kowloon (High) in every respect and under English management.
Offers under personal supervision of the Proprietor,
Lounge Bar and Billiard Room.
Terms moderate.
Special arrangements for families on application to.

J. H. OXBERRY,
Proprietor.

CAPSTAN

MAGNUMS
HYGIENIC MACHINE-MADE
CIGARETTES.

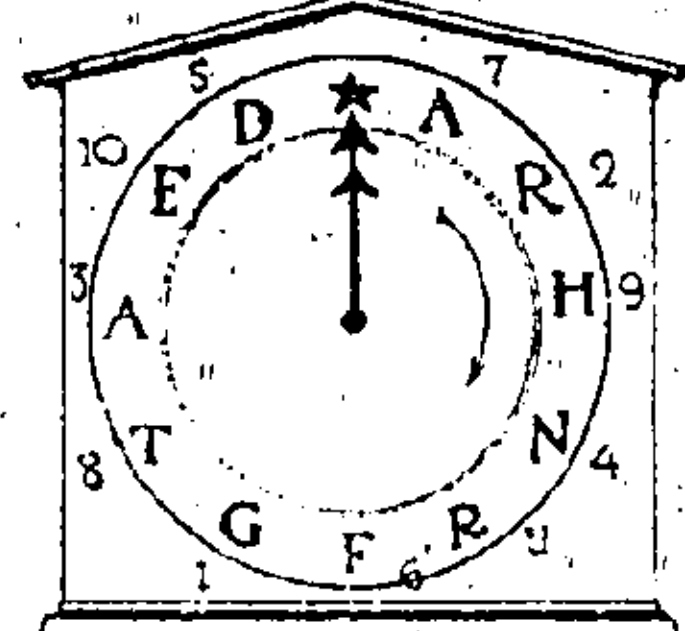
THEIR
QUALITY ACCOUNTS FOR THEIR POPULARITY



This Advertisement is issued by British American Tobacco Co., (China) Ltd.

A PUZZLE A DAY.

Seven men were listed to fill
three offices; one to be chosen for
the first office; then one for the
second; one for the third, while
the remaining four would be dis-
regarded. In how many different
ways would it be possible to fill
the three offices; i.e., how many
different combinations could be
made from the seven?
Yesterday's Answer:



Start at the star (12 o'clock),
and count seven letters to the
right around the circle; which
will bring you to the letter G
(numbered 1). Count seven more,
including the star, to letter R
(numbered 2). Continue with the
rest of the letters (as numbered)
and you find that they spell the
word "GRANDFATHER."

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR
IS MADE FOR NOTICES
UNDER THIS HEADING.
St. John's Cathedral, Hongkong.—
26th August 1923, 14th Sunday
after Trinity. Holy Communion
(8 a.m.); Matins (11 a.m.);
Responses, Psalms, Venite, No.
30 (Foster); Psalm, 71 (Robinson);
Te Deum, Nos. 10 (Hop-
kins), 8 (Copper), 5 (Elvey);
Benedictus, No. 14, Jacobs;
Hymns, 240, 220. Healing Ser-
vice (12 noon), Evensong (6
p.m.); Responses, Psalms; Psalm,
67, 72; Magnificat, Smart; Nunc
Dimittis, Wesley; Hymns, 271,
368, 20.

St. John's Cathedral.—A Memorial
Service will be held on Friday
August 31 at 5.30 p.m. in memory
of those who lost their lives in
the recent typhoon.

St. Church of Christ, Scientist,
McDonnell Road, below Bowen
Road Tram Station.—Sunday
11.15 a.m.; Wednesday, 5.45 p.m.

GENTLEMEN'S
HIGH-CLASS TAILORING

WM. POWELL LTD.
HONGKONG HOTEL BUILDINGS.
NEW SEASON PRODUCTIONS
JUST RECEIVED.
STYLE, FIT and FINISH GUARANTEED

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
SELLING.

T/T	2/2	4 m/s. Mars	5 1/2
Demand	2/2 1/2	4 m/s. France	5 1/2
30 d/s	2/2 1/2	6 m/s.	9 3/4
60 d/s	2/2 1/2	Demand, Germany	5 1/2
4 m/s.	2/2 1/2	Demand, New York	5 1/2
T/T. Shanghai	2/2 1/2	T/T. Bombay	1 1/2
T/T. Singapore	2/2 1/2	Demand, Bombay	1 1/2
T/T. Japan	2/2 1/2	T/T. Calcutta	1 1/2
T/T. India	2/2 1/2	Demand, Calcutta	1 1/2
Demand India	2/2 1/2	On Yokohama	10 1/2
T/T. San Francisco and New York	2/2 1/2	Demand, Manila	10 1/2
T/T. Java	2/2 1/2	Demand, Singapore	9 1/2
T/T. Marks	2/2 1/2	Demand, Saigon	13 1/2
T/T. Paris	2/2 1/2	On Haiphong	13 1/2
Demand, Paris	2/2 1/2	On Saigon	8 1/2
		On Bangkok	8 1/2
		Sovereign	3 1/2
		Gold leaf per Tael	49 1/2
		Bar Silver	ready
		forward	30 1/2
		Bank of England rate	3 1/2
		New York/London	4 1/2

BUYING.

4 m/s. L/C	2/3 1/2
4 m/s. D/E	2/3 1/2
6 m/s. L/C	2/4
20 d/s. Sydney and Melbourne	2/4

SUBSIDIARY COINS.

Hongkong 50 cent pieces	10
10	5
Canton sub. coins	10
Hongkong August 25, 1923.	100

POST OFFICE NOTICES.

INWARD MAILS

From	Per	Day
Shanghai	...	25th Aug.
Straits	...	25th
Shanghai	...	25th
Canada, U.S.A., Japan, Shanghai, & London via New York	...	27th July
Japan	...	27th

OUTWARD MAILS

For	Per	Day
Bangkok	...	26th inst.
Swatow, Amoy & Foochow	...	26th inst.
Hankow & Bangkok	...	26th inst.
Weihsien	...	26th inst.
Swatow & Bangkok	...	26th inst.
Shanghai & Japan	...	26th inst.

Printed and Published for the Proprietor, by Frederick Per-
Franklin at 11, Ice House Street, in the City of Victoria Hongkong

ENTERTAINMENTS.

TONIGHT THURSDAY
FOR ONE FULL WEEK

UNITED ARTISTS
present

DOUGLAS FAIRBANKS

in

"The Mark of Zorro"

2.30 \$1.00 & 50 cts. 5.15 \$1.50 & \$1.00.
7.15 80 cts. & 40 cts. 9.15 \$2.00 & \$1.00.

THE CORONET



THEY RIDE TO VICTORY!

WILLIAM DUNCAN and EDITH JOHNSON

Score a new triumph in

"The Fighting Guide"

A red blooded tale for red blooded people.

Tonight at 5.30 & 9.15

THE STAR

KIDDIES! Don't forget

"BUFFALO BILL"

today at 2.30



Wednesday, 22nd to Saturday, 25th August

AN EXTRAORDINARY PROGRAMME AT USUAL PRICE

5.15 p.m. Matinee

ROBERTSON-COLE SPECIAL

BESSIE

BARRISCAL E

"LIFE'S TWIST"

9.15 p.m. show

PATHE ORIENT

present

A FASCINATING and
ROMANTIC ADVENTURE
IN A MYSTERIOUS CITY

ATLANTIDE

12 PARTS

Booking at the Theatre